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CALIFORNIA: HOMEFRONT SHOWDOWN

MOTOCROSS

APRIL 1980 • \$1.25 UK60p

MAGAZINE

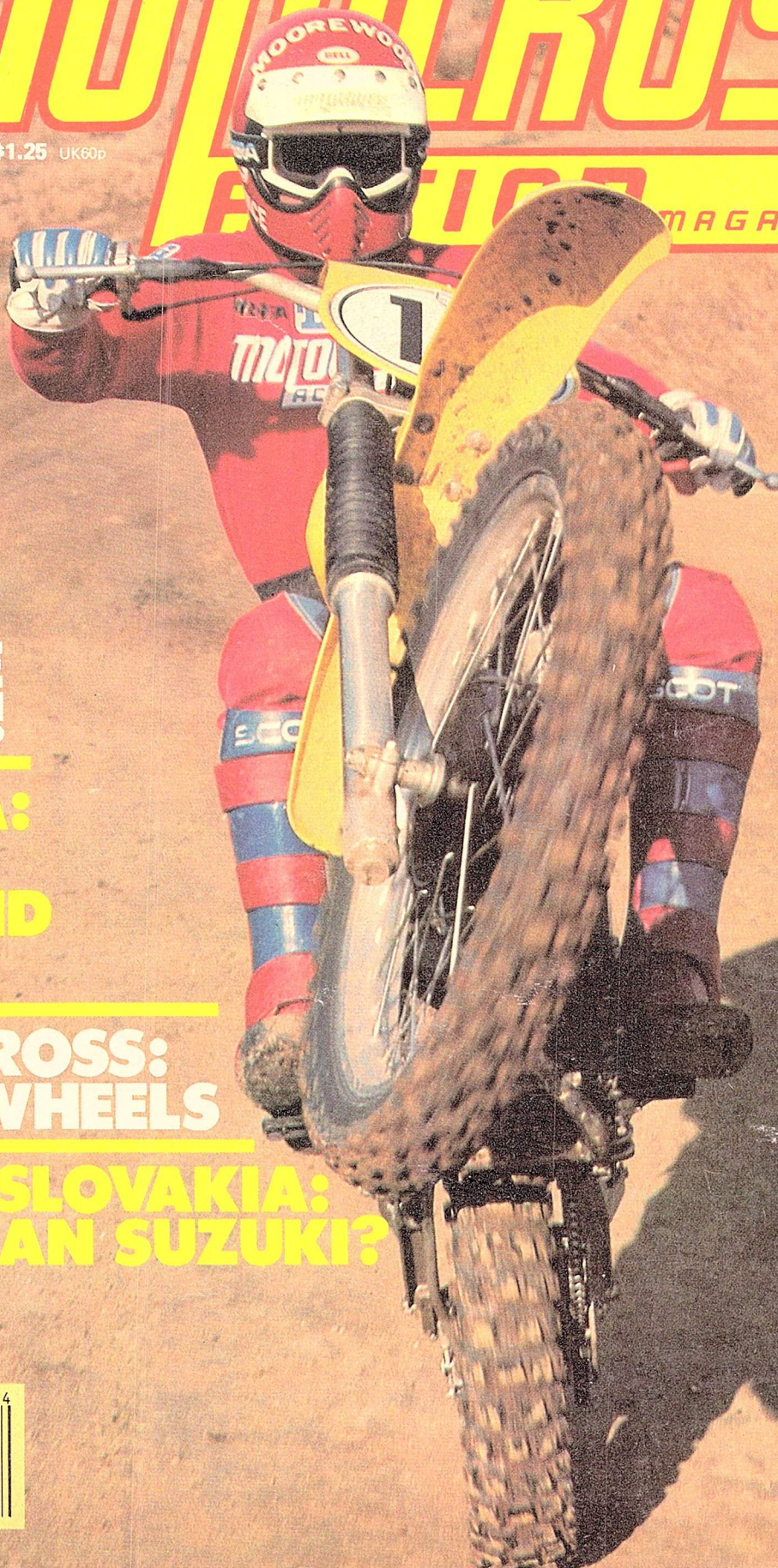
**USED
BIKES:
BEST &
WORST**

**TAXES:
HOW
TO SAVE
MONEY!**

**GUERRA:
NEW
ENGLAND
SHOE**

**MOTOCROSS:
THREE WHEELS**

**CZECHOSLOVAKIA:
EUROPEAN SUZUKI?**



(USPS 986-340)



SUPERFOX

Graham Noyce, Brad Lackey, Mark Barnett, Rex Staten, Steve Wise, Donnie Cantaloupi, Larry Wosick and many other pro riders depend on the SUPERFOX PROS' LINE. The SUPERFOX clothing line stands for a new standard of excellence in design, quality and price.

MOTO-X FOX and Team YOKO combined their expertise to produce

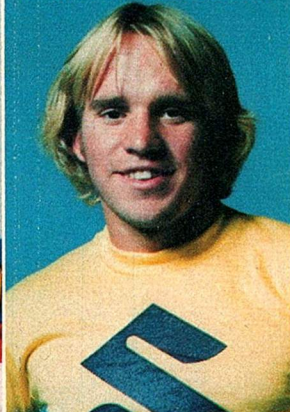
SUPERFOX pants and gloves, combining leather and synthetic fabrics in colorful new designs, that not only look good, but fit good.

The SUPERFOX PROS' LINE is rapidly becoming the favorite of riders from the Grand Prix circuits in Europe, to the National tracks on the AMA Circuit, to local race courses in your state. It's your best buy.

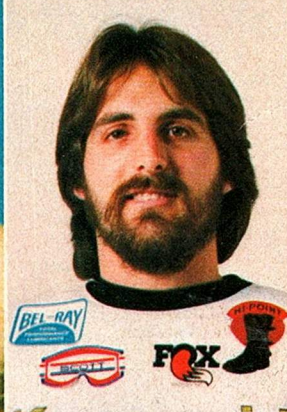
World Champion 500cc
Team Honda's GRAHAM NOYCE



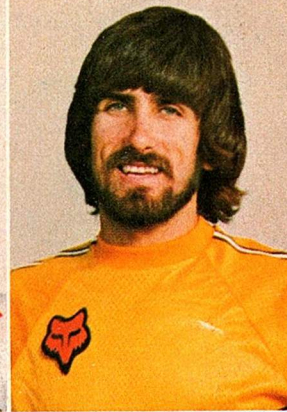
Superbowl Champion
Team Suzuki's MARK BARNETT



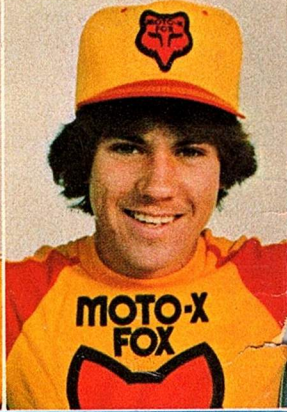
Grand Prix Star
Team Kawasaki's BRAD LACKEY



Team Yamaha's REX STATEN



Rookie of The Year 250cc Team
Kawasaki's LARRY WOSICK



SUPERFOX PANTS

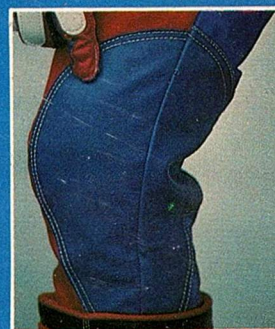
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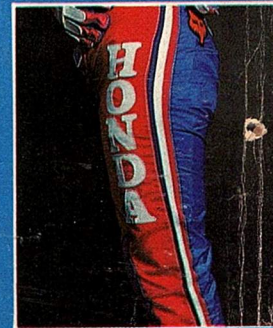
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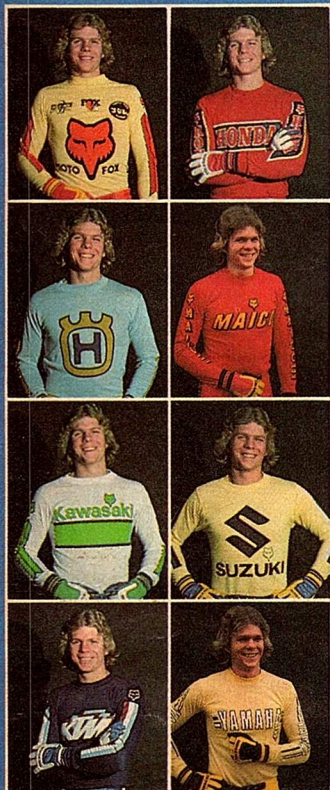


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PROS' LINE

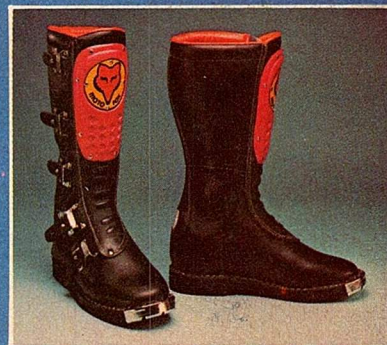
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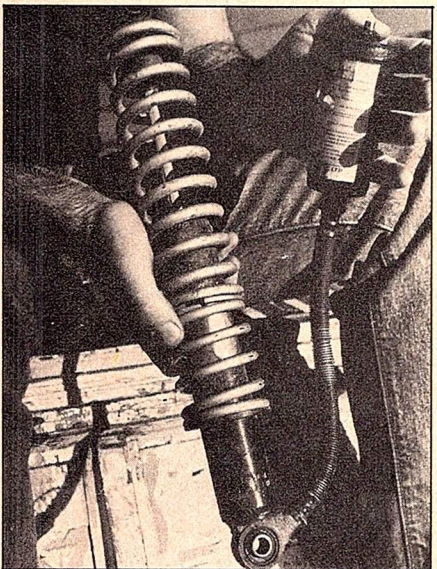
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(Shirt sizes: S, M, L, XL)



WINTER SERIES



TEAM IRS



SUZUKI RM250T

MOTOCROSS

ACTION MAGAZINE

April 1980
Volume 8, No. 4

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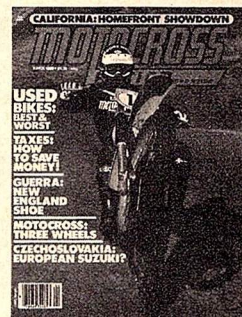
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COVER: — Lance Moore-wheelies directly over this funny Greek character, while Jody powers the get-away car. Photograph taken at Beautiful Saddleback Park.

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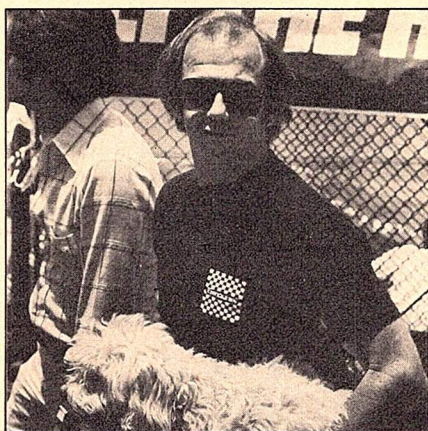
On The Mainjet

By Dick Miller

□ My column a couple of months ago about product liability and people suing each other being the new popular pastime apparently struck a few nerves besides eliciting a more-than-usual number of responses to my monthly editorial meanderings. It was meant to be basically a gripe about the present situation—which I think is out of hand—of many people trying to get something for nothing by suing someone for profit and gain. To take a quote from the column, I said, "Suing someone seems to be a popular pastime in our society, and people are straining for reasons to sue someone else, especially a company, and rip them off for some money, but I guess that's to be expected in a society that produces more lawyers than engineers or anything else productive. I'll agree with the argument that there are legitimate situations where a lawsuit is necessary, but for the most part, the only thing that legitimizes most lawsuits is the fact that everyone is doing it, so why miss a piece of the action?"

Ex-Cycle magazine staffer Dave Holman wrote me and mentioned, among other things, that he thought the column would have been more interesting and viable with a few more stats, such as the one billion dollars in pending liability suits against American Honda, and Yamaha losing three insurance companies in two years for the same, etc. I guess I should have known about that, if it's true, but I really hadn't researched the subject and was just letting off some steam about a situation I think is going to be very damaging to all of us in the long run. Someone has to pay for all these multi-million-dollar lawsuit judgments, and you really have to be naive to believe that insurance companies or any other company are going to take it in the neck.

Kelly Kaiser wrote me from Des Moines, Iowa, and complimented me on the editorial and said he thought I was right in my opinion, but it was an obviously young letter. A mature letter came from William L. Roetzer on stationery with the logo heading of CPR, standing for Cycle Products Research in Laguna Beach, California. Mr. Roetzer, to put it in his words, felt that my article concerning the high cost of products and insurance, etc., left a lot to be desired, at least from the professional viewpoint. Those were the more flattering comments, but since I've already stated that the column wasn't supposed to be a professional investigative piece, I'll share some of Mr. Roetzer's comments for rebuttal. After all, I did open this can of worms, and wouldn't it be ironic if I got



sued over it?

Mr. Roetzer states, "Your attitude toward Wynns, Bell company is just so much crap. The helmet industry has not produced a safe piece of head protection equipment since the founding fathers of the helmet industry attempted to do so in the late '50s. Bell Helmets was sold to Wynns because of poor management. I'm sure you know this already." (I swear I didn't.) "The lawsuits that both companies have been and are still involved with are due primarily to the fact that for nearly 20 years they have been ripping off the public with literally unsafe products, not the public ripping off the companies as your article implies."

For those of you who didn't read the original column, I had referred to a judgment that was awarded to a Florida high school lad who was using a Riddell helmet during a school game and was injured. He was awarded \$5.3 million for the injury. Riddell was bought by Wynn and is one of the main suppliers of football helmets, of which 90 percent are used by the NFL. In deference to Mr. Roetzer, he states, "... If one tenth of that settlement had been put to use for product research, the industry liability problems would have in reality looked differently."

Again I may be wrong, but this is the reason I wrote the article in the first place. I feel that somewhere along the line we have to accept some responsibility for our actions. It is a fact that we flirt with some danger while participating in most sports, and yet we choose to do so of our own free will. When I was run down and left to die by the Mexicans driving the stake bed truck in Baja three years ago, and surprised everyone by living, should I have sued someone to get even? The Mexicans, whoever they were, probably didn't have any money, but I was riding a Honda and was under contract to them, and they have money. Or how about the doctor who said he had to amputate my leg to save me, and I wouldn't let him? He had money and in-

(continued on page 68)

MOTOCROSS
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M.A.N.
MAGAZINE ASSOCIATION



Jody's Box

By Jody Weisel

□ Times change radically and still nothing ever changes. When I did my time traveling the National circuit, the hardest thing in the world to get for free was good tires. The rarest thing at a National is a Metzeler man. Buying tires is an expense that even the factories have to foot.

There is no doubt about it, the marketing of motocross tires is big business. The mechanics run a good black-market business in selling used tires out the back doors of the team vans. The contingency reps make a serious effort to get your name on the dotted line, even if you're the darkest horse since Black Beauty. Johnson and Johnson earn big money selling Band-aids to poor nebbishes who grind off knuckles trying to pull the elusive five-minute tire change. Rumor-mongers gather crowds and hold court with all the latest misinformation about what the hot-tire is.

It used to be so easy in the old days: Metzeler on the hard stuff and Trelleborg in the soft. Those were the good old days, but they are gone. Last week I was walking through the pits and suddenly the Dunlop guy swept me off my feet to show me his new front tire with double knobs for more lateral strength and less slip. I'm not the most interesting person in the world, but even I get bored after the first 30 seconds of discussing rubber compounds. Tire guys seem to be made in the same mold. They love to talk about tires, but when the day's work is done they change the subject over dinner, but they change it to tubes! I have a way of breaking off conversations in the pits with over-eager tire guys. I cross my legs, squirm around a lot, hop up and down and ask where the porta-can is.

Trotting quickly out of sight, I blitzed over to the Husqvarna truck to talk to the Swedes, but before I got there two IRC reps dragged me over to their van to show me the new V-model tires with increased surface area for more grip.

"Sort of a Polident for the dirt?" I asked with my best punster smile. Tire guys don't have senses of humor. Pretty soon I had to squirm and hop my way out of another conversation. I couldn't go to the Husky camp now because I saw the Trelleborg man over there. I wasn't ready for an in-depth analysis of the 17-inch wheel versus the 18-inch wheel.

Unfortunately, while I was dodging through the pits I vaulted over the Honda banners and ducked behind the ice chest only to step on the toe of the Yokohama man. With a neat little pirouette he spun



me around, and had me looking at a new 23-inch front wheel. It is better, he told me, because its greater radius allows it to cross over whoops that the 21-inch front wheel falls into.

"What if your track has 24-inch whoops?" I asked into a great, silent vacuum. After a few minutes he directed me to the porta-can.

I figured that the safest place to be was up by the concession stand. These tire guys are so dedicated to their work that I was sure they wouldn't take time out to eat. Dashing in between Kent Howerton's and Danny LaPorte's bikes, I threaded the pits like O.J. Simpson, feinted to the left past Warren Reid, and hurdled into the back of the hot dog line. Who should I meet but the Barum representative. He was just another good old boy from Czecho enjoying American hot dogs. I felt pretty safe standing there talking to him since there hadn't been anything new coming out of Barum since 1976. After a few minutes I started to walk away, when he pulled me over and asked if I'd like to buy the blue-prints and plans to the wraparound front knobby. When I told him I wasn't interested in it, he requested political asylum.

"You need asylum, but it isn't political," I said, but he didn't crack a smile. I ducked into a porta-can after pointing him toward the AMA guy in charge of defectors, but I told him that since he didn't have the right AMA pass, I doubted whether they'd let him.

Things were going good for me after the first moto. I was sitting in the LOP truck listening to Laurens Offner rant and rave about the stupid officials and track security when the Pirelli guy walked up and pulled out a four-color brochure.

"Sorry, I don't own a Spanish motor-

cycle!" I said, but it didn't faze him a bit. He told me all about Bob Hannah and his incredible win streak on Pirelli tires and gave me the 1980 Pirelli Calendar. I excused myself under the lame alibi that I had to answer nature's call.

Quick like a bunny I cruised through the pits checking out all the sano equipment, and I was listening to an AMA official rant and rave about Laurens Offner when who should I spot up in front of me but the Metzeler man. Metzeler guys are really rare in the pits, but the Moto-Race rep was standing there as big as life. It must have been an hallucination. I started to drool.

He called me over and asked if I'd like to try a couple of new Metzeler out. He only had two left, but if I could get over to his truck in five minutes he would give them to me. Was this the ultimate dream come true? Farrah Fawcett would be trampled in the rush to get a free Metzeler. With that crowd of hungry privateers following him around, I knew those tires wouldn't be there long.

Then, just as I started to head for the Moto-Race van, I started to squirm around, pretty soon I was trying to get there with my legs crossed, and had to stop at the porta-can for real. The door was locked. I tried the next one. Somebody was in all six johns. It was supreme torture. I had to go, not only to the bathroom, but over to the Metzeler guy, and both in a big hurry!

Five minutes later the doors opened and out came the IRC, Yokohama, Barum, Dunlop, Trelleborg and Pirelli reps. I rushed past them and slammed the door shut.

As they walked away I could hear them say, "Nice guy, but he has the weakest kidneys I've ever seen." □

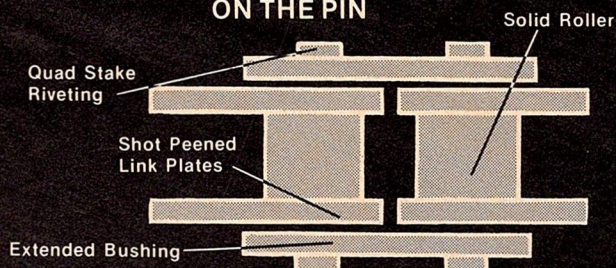
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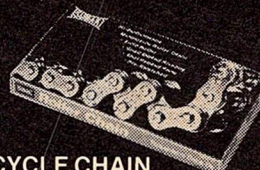
TEAM MUGEN



PIERRE KARSMAKERS



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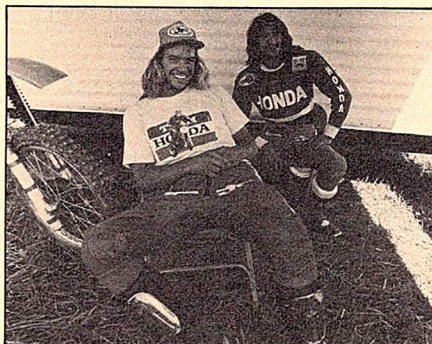


ROGER THE RACER

After a considerable amount of serious thought, Roger DeCoster has officially decided to postpone his racing retirement for one more year and chase his elusive 6th World Championship title in 500cc Grand Prix racing.

With former Marty Smith wrench Dave Arnold as his Honda mechanic, Roger will compete in all the 500 GP events and important international races before the series. They have already been to Japan and competed in two events and are currently working on the new "works" 500 mount he will race for the year.

To show the seriousness of Roger's effort, he has hired a full-time nutritionist to travel with him and he will be told when and what to eat to enhance his physical condition. All systems go!



MARTY'S MYSTERY

Although the American Honda Team has been decimated after the '79 season, and only stalwart Steve Wise remains, Marty Smith is still unsigned and negotiations are at a standstill. According to sources around him, his attorney is one of the major stumbling blocks during the "attorney only" meetings and Marty's no closer to an agreement now than when the season ended. In conversations with the still popular Honda star, MXA has learned that Marty still wants to race and has been keeping in shape during the lull. Marty's options and contract ended with the '79 season.

□ □ □

RIDER OF YEAR GIVE-AWAY FROM SUZUKI, KAWASAKI AND HONDA

Remember, when you are voting for your choice for Rider of the Year, that you are not limited to the names on the ballot. Don't forget to analyze all the performances from last year. Maybe privateers like Mark Gregson, Donnie Canta-

loupi or Arlo Englund did the most; how about Andre Malherbe or iron man Heikki Mikkola?

When you fill out the ballot and survey on page 11 you also automatically enter yourself for a chance to win a new Suzuki RM125T, Kawasaki KX125 Uni-Trak or Honda CR125R. Don't delay, do it today!

□ □ □

HUSQVARNA FRONT BRAKE CABLE

Our front brake cable kept stretching beyond all reason on the mighty MXA 250 CR. It was getting to be too much trouble to try and keep up with the cable's growth. The adjusters are fairly inadequate, so the hot ticket is to tie a knot in the bottom of the cable. It is a temporary solution, but it works.



Jim Turner is bound for Europe and a factory ride.

JIM TURNER SIGNS WITH MONTESA

Moto-X Fox rider Jim Turner spent part of last year riding the Grand Prix circuit in Europe. After returning to America, Turner enrolled in college, and was going to give up his European racing career. Then a call came in from Europe, and the Montesa factory offered Jim a full factory ride. Jim was two-time Canadian National Champion and a steady performer in American Support classes, but was not destined for stardom here. In Europe Jim was "that new, young American," and Montesa wants to give him a shot at the complete 250 Grand Prix season. Good luck, Jim!

□ □ □

PDQ AND YAMAHA

Team PDQ, tabbed by some as the new powerhouse privateer team, is having its Yamaha YZs completely outfitted with special English-built frames, European white plastic, titanium bits and special



WHO ARE THESE GUYS?

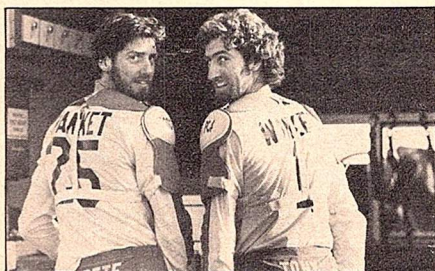
Can you recognize the flying elbow, Chicken leathers and all-out assault of young Bob Hannah? How about the nifty paint job on Broc Glover's screaming Honda Elsinore? Photographic memories circa 1975.

Dirt

triple clamps. PDQ is a popular motocross vitamin company and will be sponsoring Jimmy Ellis, Tommy Croft, Steve Stackable, Mickey Kessler, Arlo Englund and John Savitski in 1980.

The frames are being built in England by the same firm that makes the fabled KSI Thumper frames.

□ □ □



Part of the Fox team for 1980—the Wankets.

TEAM MOTO-X FOX SET FOR NATIONALS

Moto-X Fox has selected its team for 1980, and it hopes that most of the riders will follow in the footsteps of former Fox riders Mark Barnett, Steve Wise, Don Cantaloupi and Larry Wosick. The Fox team will consist of riders Jeff Watts, Dana Waxham, Lenny Giger, Pete Wanket, Tony Wanket and Carlos Serrano.

□ □ □



Kippy Pierce will pilot a DG Yamaha, leaving Can-Am and replacing John Savitski.

KIPPY SIGNS WITH DG

Former Can-Am factory rider Kippy Pierce from Florida will team up with DG Performance Specialties of Anaheim to contest the 250 Nationals next year. Kippy was a victim of the Can-Am pull-out during the Trans-USA last year, and after riding a Kawasaki for one race, has decided to ride Yamahas for DG.

□ □ □

HANNAH HAS A RELAPSE

Bob Hannah broke his leg water skiing last fall and was expected to be back in

form before the opening of the Supercross Series, but complications with his leg have resulted in the stadium champ withdrawing from the opening rounds. It is also possible that Hannah will be unable to defend his 250 National Championship.

It is expected that Bob will switch to the later-starting 500 class in order to give his leg more time to come back to 100-percent.

□ □ □



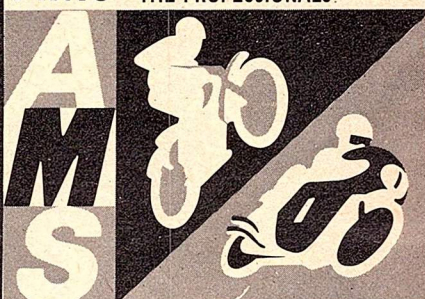
Jim McIlvain shows the effects of years of helmet testing.

JIM MCILVAIN LEAVES SUZUKI FACTORY

Hot-shot U.S. Suzuki Accessory Supervisor Jimmy Mac has left his important post at Suzuki to join Bell Helmets. Jimmy Mac, whose exploits are world-famous, will leave Suzuki in an uproar, wondering where the tie-downs are, who's supposed to get the coffee, and who took all the pencils. Jimmy Mac says he is qualified for his position at Bell because he has been testing helmets his whole motocross career.

□ □ □

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The Russian motocross team may not surface in 1980.

RUSSIANS WITHOUT A RIDE

Lose one race and they forget you! The Russian team and the KTM factory are on the outs. The Russians may not ride KTM's next year, which would put them in a bind. First of all, the Russians needed a politically aligned bike to race. In the past that meant Communist Czechoslovakia or neutral Austria, but now they are rumored to be thinking of riding Hondas. It is unlikely that Honda will provide them with works bikes or even a lot of support. It could mean that the Russian rush to the World Championships will most certainly be stymied in 1980. We have to wait and see.

□ □ □



Rocket Rex Staten sits quietly in his corner waiting for the bell.

ROCKET REX AND HIS EXERCISE

Did you ever wonder how your average pro motocrosser got to be in such tip-top physical shape? Rex Staten started out as a prizefighter and boxer. Rex worked out in the local gyms around his native Fontana, California, home, and was soon attracted to the ring. Fifty million people saw Rex's most famous fight on Wide World of Sports. During the showing of the 1978 Carlsbad USGP Staten punched out European rider Vic Allen for crashing him out. Keep that left up, Rex.

□ □ □

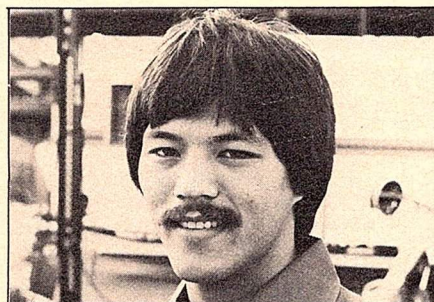


Former Mini Champ sets his sights on Texas.

MYERSCOUGH MOVES TO TEXAS

Team Suzuki 125 hot-shoe and former National Minicycle Champion Brian Myerscough has moved from his Southern California home to San Antonio, Texas. Myerscough has been training and working out with teammate Kent Howerton over the past season, and the move will put the two Suzuki riders closer together. Howerton also lives in San Antonio, Texas.

□ □ □

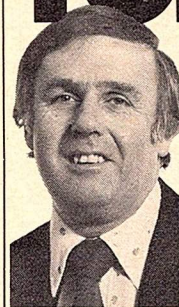


Honda's Chuck Sun.

BROTHERS OF THE STARS

There have been more than a few brother acts in motocross. But two currently top the heap in the National standings. Chuck Sun recently signed with Honda, and his brother, Ron, followed suit. Now Chuck and Ron Sun are both on the same factory team. But for sheer numbers, the Bigelow brothers from Michigan have everybody beat. All three Bigelows earned National numbers in the top 100 last year. That is a first for American motocross. □

TONY'S TIRE TIPS



Tony Mills,
Motorcycle Tire
Development Engineer
Dunlop Tire Company

Tip
no.

2

MOTOCROSS TIRES

Q.

Is it possible to use the same tires for different motocross conditions?

A.

Yes, it is possible to use tires with an intermediate tread pattern and compound designed for all-around conditions, but generalization in motocross is a compromise because ground conditions vary so much.

These intermediate tread tires, such as the Dunlop K190, will work well under a wide range of conditions, but not up to the optimum performance level of tires designed specifically for either soft or hard ground.

For best performance on soft ground conditions such as mud or sand, tread blocks should be wider apart, and the tread rubber hard. This design enables the tires to penetrate for traction. It also keeps mud from clogging up the tread pattern. Dunlop designed the K88 to meet the challenge of a soft-surface.

But the opposite is true when you're dealing with hard ground where penetration is not what you're after. For hard conditions, tread knobs should be spaced closer together, and the compound softer... like in the Dunlop K88 HT. Under hard surface conditions, you need to put as many knobs on the ground as possible, and let the soft compound work for you.

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Wing Nut

INSTANT PISTON EXHAUST

Dear MXA,

A while back I ground the exhaust port in my Yamaha 360 five degrees wider than stock. It destroyed the piston and rings. It has been bored clean out to fourth over-bore to cut back the percentage of the bore the exhaust port takes up. The exhaust port now takes up two-percent less of the bore than it did stock, but still destroys the piston and rings. What's the problem?

Fred Ripken
Aberdeen, Maryland

Live and learn the hard way, they say. Many years ago I learned never to widen an exhaust port. Raise it, yes, but never widen it, as the factory has already determined how wide to make it for dependability. Once I would widen mine more than one millimeter (.040), the piston would usually find its own way out of the engine. The main problem is that the piston rings would expand with limited support from the cylinder walls, then catch the upper exhaust edge on its compression stroke. Thus, instant exhaust of the piston at this point. Save yourself any more hassle and purchase a new cylinder.

CR PREP GEOMETRY

Dear MXA,


I have read on several occasions from you and others that the shock/swingarm geometry is "wrong" or not ideal on the '78, '79 and '80 Honda CR250R. Would you please explain what the problem is? I have noticed that Team Honda riders used a wide array of different types of swing-arms, shocks and shock mounting angles. If there is a deficiency in the stock swingarm and shock angle, what should be done to correct the problem?

I am currently using Fox Air Shox mounted in stock position. I compete in the 250 Expert class. Additionally, I have an expert machinist and welder at my disposal, if you have any specifications you can share.

Larry Williams
Athens, Georgia

Let's clarify the term "wrong." I'm not condemning the CR's suspension for being the wrong design, but rather having an undesirable shock angle. To take advantage of a more optimum geometry, the shock position should be more vertical. This can easily be achieved by moving its

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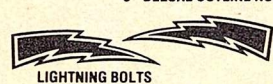
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| 5. 3" Deluxe Helmet Numbers WHITE or YELLOW with BLACK edges; BLACK, RED or BLUE with WHITE edges .35 each | 12. Jumbo Pack —5 pair of Lightning Bolts, 2 ZERONINE stickers GREEN and WHITE, BLACK and YELLOW, RED and WHITE or RED and YELLOW \$8.95 per bag |
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swingarm shock mount farther forward—approximately two inches. The shock at this angle will deliver a very progressive rise in spring and damping rate, thus producing a ride that starts off softly absorbing small stutter bumps and ruts, then progressively stiffening until maximum travel. The only problem is that the stock shock is not adequately dampened or sprung for this increased mechanical advantage. Plus, if maximum travel is to be achieved, you must use a 17-inch shock, so you must also use a banana-style swingarm to fit the long shocks in without kicking up the rear of the bike. If you were to purchase a well-designed banana arm such as a Mugen arm, your Fox air shocks could be revalved or rejetted to handle the demand of increased dampening performance.

TUNE YOUR BOD

Dear MXA,

I own a 1979 RM80 and I've had some work done to my bike such as boring, porting and polishing, glass beading, DG head and pipe, two stage air filter, 30mm carb, and reed valves. I was wondering if it is going to be able to hang with the 1980 RMs, CRs, KXs, and YZs?

Richard Lohrmann
Columbus, Georgia

It sounds like you've modified your bike pretty extensively already. You should start modifying your body, so it will be able to "hang with" the latest bikes. Too many riders spend barrels of money tuning up their bikes to the max and then blow it by not being in proper condition themselves. Start a regular conditioning program of running and training so that you'll be jetted right yourself so as to properly put to use all those engine mods you've invested so heavily in.

BLOWN COVER

Dear MXA,

Recently while I was out climbing hills, I threw a chain and busted my mag cover. Can you tell me who makes the best cover replacement for my RM100A?

Tommy Dover
Flowery Branch, Georgia

Simons Set-ups offers a replacement mag cover that is considerably cheaper than the stock unit and is constructed of a high grade of plastic that should be virtually indestructible (void in case of nuclear war). Their address is 2625 Miller Ave., Mountain View, California 94040.

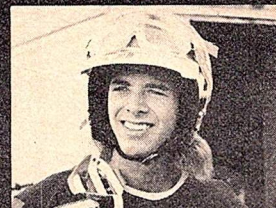
Wingnut readers can send their technical letters and questions directly to Al Baker, 6878 Santa Fe Ave. East, Hesperia, California 92345: (714) 244-5425.

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Mail Entries

STACKED GIRLFRIEND

Dear MXA,

C'mon guys, Steve Stackable's "new girlfriend" is the January playmate, not December. And if she's Stack's girlfriend, that must make her Stacked. She is.

Quane Brockman
 Imperial Beach, California

DUCT TAPE FEVER

Dear MXA,

I had no idea there were so many uses for duct tape. Believe me, I sure never would have thought that the "hot setup" would be to have to duct tape my MXA magazines. The January issue I just received was the worst. It had a rubber band around it, and I found out why later. I normally am a very calm person, but that did it. I went to the local post office and complained and they had the gall to say it was your fault (MXA). I told them it was not sent out in that condition and it was the way the mail carriers handle the merchandise.

Needless to say, I didn't get anywhere with them. Please, is there anything that can be done?

Ben Hurst
 Lima, Ohio

(The ladies in the subscription room tell us that if your issue of MXA is getting mangled in transit, then you can send the mangled issue back and they'll send you back a good one for the post toasty boys to mangle again.)

SCENIC OVERLOOK

Dear MXA,

How come you guys never include the Northwest as one of the hot spots for motocross talent? Riders like Rick Burgett, Chuck Sun, Ron Sun, Pat Jacobsen, Jim Pomeroy, Ron Pomeroy and Mark Gregson can't be overlooked.

Tim Larson
 Longview, Washington

HANNAH'S SISTER

Dear MXA,

I read your mag every month and I think MXA is the best mag around. I would like to know how I can become an MXA test rider? Also, how can I get a picture of Bob Hannah's sister? I saw her in the November issue and I think she is a real fox.

Larry Boyd
 Pomona, California

(Get yourself a camera and stalk her at the races. You can't miss her, she's the one driving the ROY truck around.)



GIVE 'EM HELL GAYLON

Dear MXA,

While I was at the Mr. Pibb Yamaha National Motocross Championship races at Rio Bravo I snapped this shot of Gassin' Gaylon Mosier. You can see that he's lying on the ground in pain with a hurt leg. The ambulance didn't arrive for about 20 minutes. Gaylon was giving them hell.

Ray E. Stephenson
 Pasadena, Texas

DEDICATED MXER

Dear MXA,

My name is Barry Toy, and I have been into motorcycles for about ten years. Back in 1972 I was hit by a pickup while riding back in the woods. My right leg had to be amputated just below the knee. Since then I have had two cycles. Now I have a 1977 250 YZ. Over the years I have tried different ways of moving the back brake pedal from the right to the left. On the YZ I have it working all right.

Now, here is my question. I have ridden the '79 250 YZs and I love the way they turn. What I want to know is, do you know if and where I can get my steering head pulled back to the same degree as the '79s? The reason is that on the '79s the swingarm is moved up and there is no way to move the brake pedal from the right to the left.

I live in Arizona now and race just about every weekend. I will bring the bike out to California to get the work done if need be. I just need help finding a place that can do it right.

Also, have you heard of any other amputees who race? How about the address of a good MX school in California?

Barry Toy
 2040 N. First Ave., Apt. 6
 Tucson, Arizona 85719

(See your local Suzuki dealer about the Suzuki School of Motocross of Carlsbad. There are several amputees racing, including a young double amputee in Texas. We know of no firm that can fix your steering head.)

A FEW HUNDRED MORE GETS YOU MAGOO'S 250

Take the sport's newest 250—the 1980 Maico M-1 you buy at your local Maico dealer. Compare it to Danny Chandler's. You'll see why you'll pay more to get one.

Magoo's 250 is built on the radically new MEGAFORM frame with more travel front and rear . . . the tougher, better handling front end . . . a 40 mm. carb . . . and new cylinder transfer porting. It's like any other M-1. From the Magura grips down to the Metzeler tires, Magoo's bike is practically identical to the 1980 models at your Maico dealers.

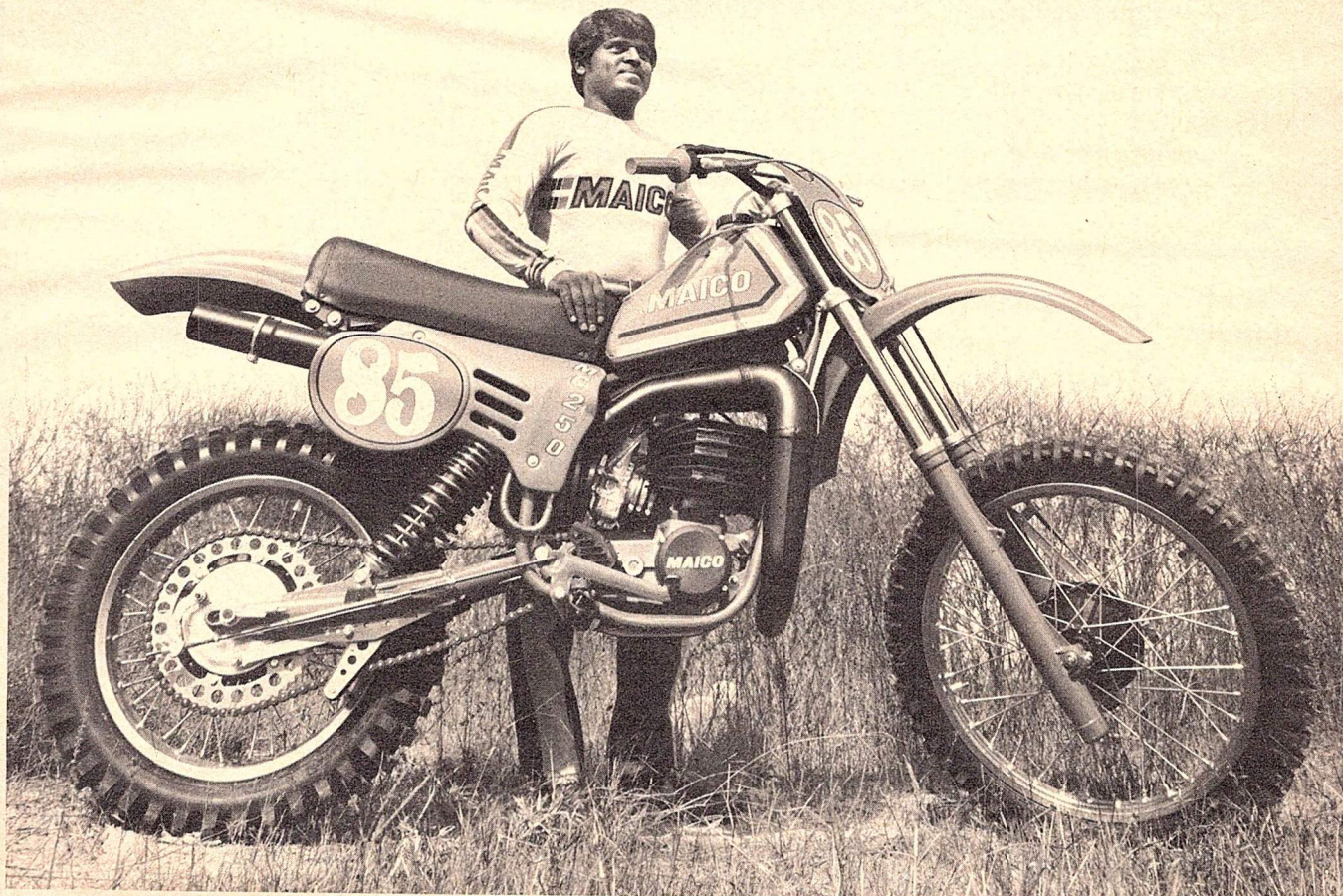
Now compare the M-1 to any other dirt motorcycle. Check out features and price tags. You'll probably agree with Cycle magazine editors who claim that you will spend at least the difference in cost between the Maico and other bikes to bring them close to the M-1.

Maico just won't build cheap production-line replicas of the bikes the pros ride. As a company, Maico is special . . . manufacturing dirt racing motorcycles and nothing else. That total dedication is another reason why more pro privateers and serious sportsmen ride Maico year after year.

This season, shop around like you always do, and then head for your Maico dealer. Magoo's 250 is worth the trip.



Selvaraj Narayana, Maico USA race team manager, prepares the M-1 Danny "Magoo" Chandler rides in national competition.



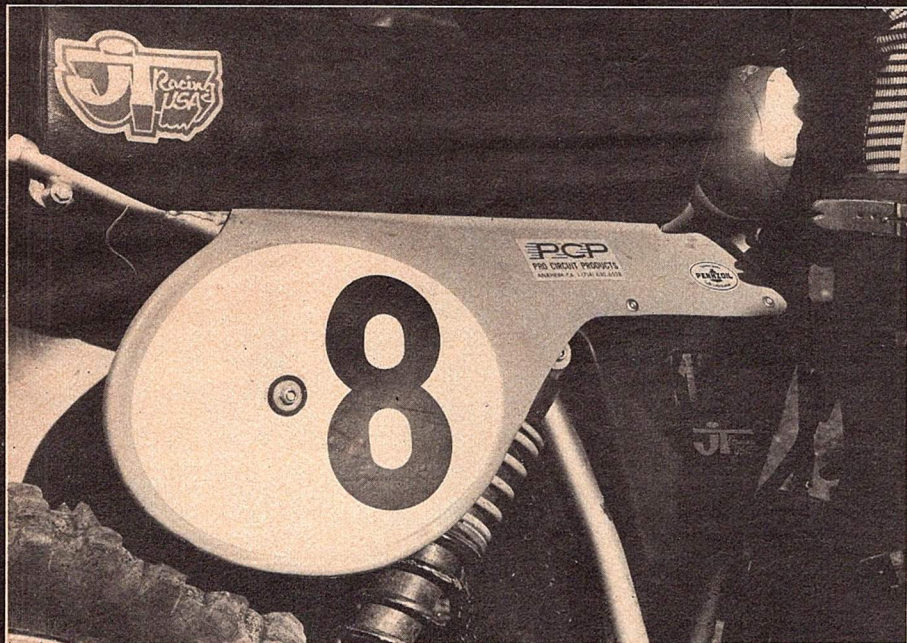
Tricks From The Trade



HANDS UP

Can you spot the surrendering glove? If you chose the pair in the middle, then congratulate yourself. If you chose any of the others, then you must have been looking at the photos upside down. Hallman Racing has the new 1980 Pro GP motocross gloves in three different color combinations: red/yellow, blue/yellow and

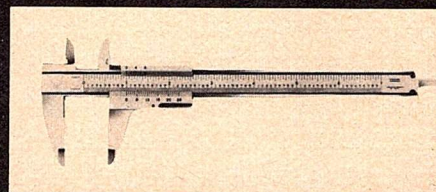
black/yellow. The new gloves have a breathable nylon back that helps control perspiration and a knit cuff to keep dirt out. Each pair also comes with complete instructions on the Geneva articles of surrender and their applications in racing. For information, see your local dealer carrying Torsten Hallman products.



CLEAN YOUR PLATE, JUNIOR

For that matter, clean your plate, senior. One of the most sano ways to clean your plate or plates on the new CR Huskys is with a Pro Circuit Products FIM side number panel. These units really sanitize the lines on the Hooska, and because they're

made of a new miracle space-age material (we'll call it by its trade name, plastic), they are virtually unbreakable. They retail for \$24.95 a set and are available from PC Products, 2860 E. Lincoln, Anaheim, California 92806; (714)630-6528. □



GEE, MR. WIZARD

When was the last time you needed to measure something precisely? It's kind of hard to do if the only instrument in your toolbox for accurate measurement is a pull tab from a pop top. "Let's see, if I can fit three of these into the end gap of my rings, then they probably need replacing." Well, there is no reason to have unsightly pull tabs lying about the old tool bin. With Beck/Arnley's new "Central Tool" vernier calipers you'll be able to measure most everything or anything to your heart's content. And it'll probably be even more accurate than the pull tabs. For more information, contact Beck/Arnley Corp., at 548 Broad Hollow Road, Dept. MXA, Melville, Long Island, New York 11746.



TRIPLE FOX

In a hit new TV series concerning the misadventures of three zany motocrossers (two Northern Californians and a lad from Las Vegas), Jeff Watts, Lenny Giger and Dana Waxham portray newcomers who run amuck across the countryside in a search for factory stardom. Pathos, comedy, adventure. It's all there, along with what has to be one of the longest chase scenes ever incorporated into a TV script. Make this new series a must watch for the new season. Sponsored entirely by the Moto-X Fox Corporation, these three youngsters hope to make the big break into the big-time like their predecessors at Team Fox, the well-known Mr. S. Wise or the much-lauded Mr. M. Barnett. Stay tuned.



PROFITEERS: TEAM IRS

have been purchased before another, so every item should be depreciated individually. It should be noted here that if a piece of equipment were depreciated completely to a value of zero, it would then be of no further use, taxwise; however, if you sold the item, the proceeds would be considered income and must be reported as such. In addition to depreciation, items with a useful life of three years or more should be used to compute *Investment Credit*. Investment credit is a method of subtracting directly from your tax up to 10 percent of an item's value the first year, to help the small business recoup some of its large investment.

At this point, it may be advisable to explain the difference between a *tax deduction* and a *tax credit*. A tax deduction, the most well-known and most widely used, is an adjustment to income which lowers the amount of taxable income. When all deductions are subtracted from the total income, the figure that remains is what the tax is based on. A tax credit, on the other hand, is a direct write-off against taxes. In other words, after the amount of tax due is determined, tax credits are then sub-

tracted from the tax, thus reducing the liability to the IRS by the total amount of the credit. Tax credits are always preferable to deductions because they reduce the amount of tax itself as opposed to merely reducing the amount of taxable income.

Before proceeding any further, it would be wise to define *income* as it applies to income tax. In its most basic form, income is money. It may be earned at a job, won by racing, unearned as interest or dividends, or received for the performance of some service; however, income can also be something other than money. Let's say, for example, that your local motorcycle shop sponsors your racing to some small degree by supplying you with leathers, gloves, helmets, tie-downs, etc. The IRS considers these items as income. Although you didn't actually receive any money, you did receive something with a specific value. This value is called *Fair Market Value*, and must be added to your income. So in legal terms, you were paid to race, but you were paid in goods and not in money. Since you received these goods at no cost to you, they obviously cannot be expensed out or deducted, since it is im-

possible for something to be both income and expense at the same time. Therefore, if you have a sponsor, anything you get from him is income, and must be reported as such.

By now you are probably wondering just what you can write off as a deductible expense. Well, you can't write off your vacation to Hawaii with Bob, Marty and Roger—even if you did actually walk past a motorcycle—but there are many legal deductible expenses. Basically, any expenses incurred in getting to and from a race, preparing for a race, or actually racing are fully deductible. Below is a list of deductible racing expenses:

A—Tools & Equipment—The average motocross bike costs \$2000, and generally has a life span of one racing season. It can then be sold as a used bike for approximately half of its original value, thus giving you a deduction of \$1000.

B—Modifications—Each motorcycle requires modifications to make it do the job better. For example, the stock shocks and forks sometimes need to be replaced with accessory items. Fox



shocks sell for \$300 a set, and after-market forks go for \$400. These are deductible.

C—Repairs—Regular wear and tear on the machine is an expensive proposition: new tires every other month, \$100; piston and rings every three races, \$75; fenders, \$20; wheels, \$100; side panels, \$20.

D—Gas & Oil—Gas and oil for the bike run about \$8 a race. The bike uses five gallons and the Castrol R costs \$3.25 a quart.

E—Safety Equipment—Safety equipment, if bought all at one time, would amount to about \$500 for one set of clothes: leathers \$125, boots \$180, helmet \$105, gloves \$30, jersey \$20, chest protector \$50, goggles \$20, visor \$5, kidney belt \$20, and motocross socks \$8. Safety equipment is only deductible if it cannot be worn for everyday street use.

F—Professional Organizations—The rider must join several organizations, and the expense adds up: AMA license \$80, CMC license \$25, and CRC license \$10.

G—Entry Fees—The rider must pay a \$10-15 entry fee for every class he enters on race day. Sometimes it is \$25, or even as high as \$200. Aside from the entry fee, a rider must also pay a \$5 gate fee to get into the track. This is essentially a spectator fee, but at most local tracks, the rider has to pay that fee also.

H—Hotels & Lodgings—These expenses are deductible while on the road to or from races.

I—Meals—Meals away from home, whether they be groceries bought and later consumed from an ice chest or meals eaten in restaurants, are deductible. The thing to remember here is to be reasonable, not extravagant.

J—Parking Fees & Tolls—Amounts paid to drive on certain highways or across bridges are deductible. Parking your car at an airport is a deductible business expense.

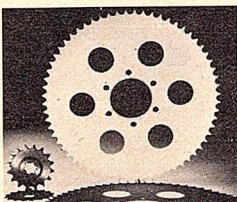
K—Insurance—Injuries and broken bones are a fact of life, and most riders are insured. Insurance is an expense which is most certainly deductible.

L—Education—Riders can attend the Suzuki School of Motocross, which has classes specifically designed for professional racers. The tuition of \$150 is deductible provided the school is attended to maintain or sharpen skills you already have.

M—Professional Publications—MOTO-
(continued on page 70)

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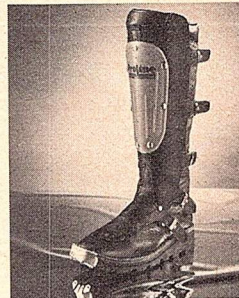
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PRODUCT EVALUATION

LANCER LEATH

Made to fit

□ Motocross racing is as much mental as anything else. A new bike, new knobs or new equipment can magically transform Dudley Do-right into the Dapper Dan of the moto-set. Haven't you always felt 150-percent better when all your gear was new, than six months later when you'd be peeling it off in layers?

That mental edge of newness is felt especially in the seat of the pants when you've got new leathers. While those whiz-bang leathers you put on the first time looked and felt dynamite, you were soon shocked to find that they self-destructed a couple of months down the road. Besides, they never seemed to fit all that well anyway. Most of the popular name-brand leathers come from Scandinavian countries, and their sizing seems to conform more around the smaller sizes found in European countries.

Lancer Leathers is a small firm located in Phoenix, Arizona, that specializes in producing custom-made leathers for any type of competition. One thing that they specialize in is fit and quality construction.

We've had a set for close to six months now, and besides the excellent fit and comfort, they seem to be the most durable pair of leathers we've seen come down the moto-pipeline in some time.

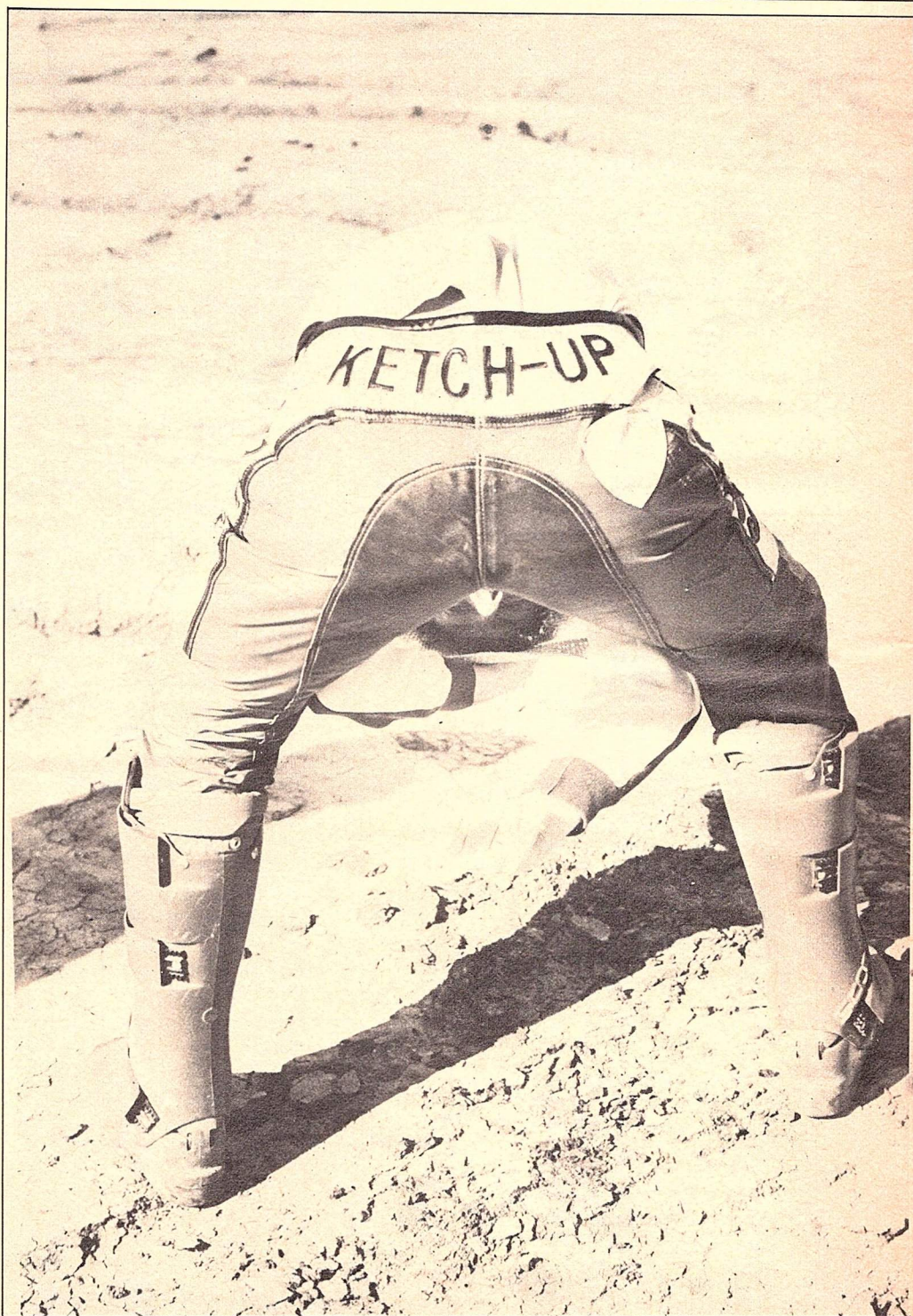
Stitching is reinforced and doubled where necessary, and high-quality extras like zippers with easy-to-reach handles abound. Knee protection is the familiar plastic cups with felt padding inside. Shin protection could be better, as it is only foam, but with Scott boots it is no problem.

When ordering, make it very clear just exactly what you want to put (if anything) on your leathers. We specified MOTO-CROSS ACTION on both sides, and ended up getting MOTOCROSS on one side, and ACTION on the other.

All in all, the leathers have held up to six months of abuse extremely well, even with a couple of machine washings thrown in (although we wouldn't recommend this, because it tends to fray the sewing and accelerate wear).

Lancer leathers are available in a wide choice of styles and color combinations in either nylon, nylon-leather or their ventilated MX style. Ours were the nylon-leather version and retailed for \$115.

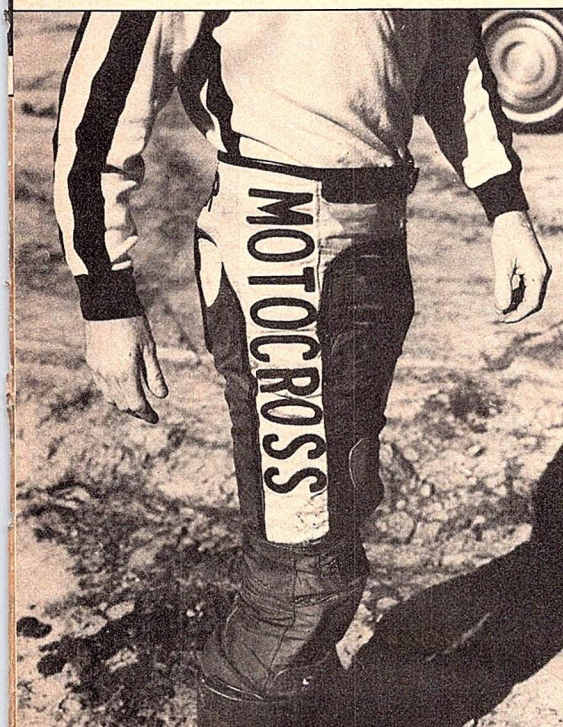
The address is Lancer Leathers, 10233 North 19th Ave., Dept. MXA, Phoenix, Arizona 85021; (602)944-1783. □



Lancer leathers are excellent-fitting, American-made leathers or nylon/leathers, reasonably priced, that hold up well to the rigors of moto-abuse. If that sounds like a recommendation, ... it is.

ERS

By Dennis "Ketchup" Cox



Fit and construction of the Lancer leathers was first-rate. However, MOTOCROSS and ACTION should never be separated. I mean, where's one without the other?

Gold Belt

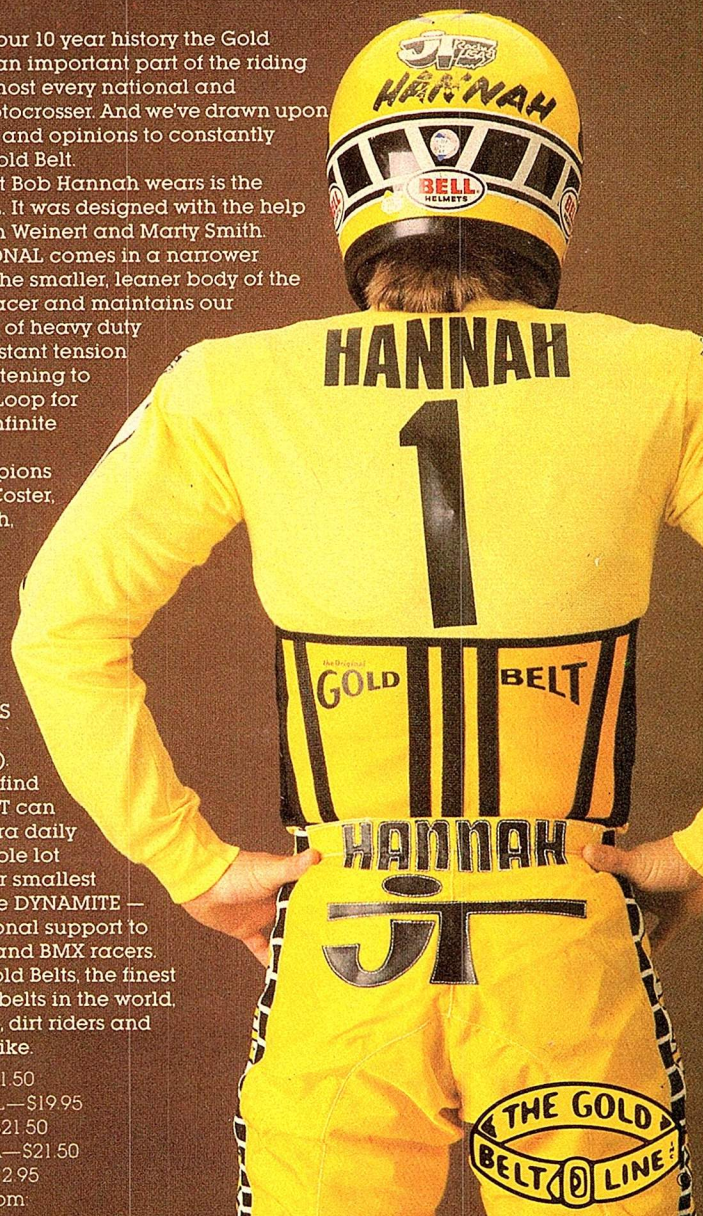
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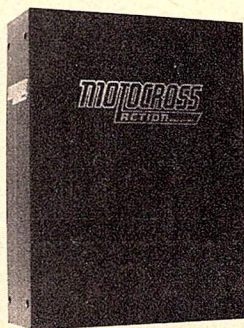
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- (Indicate frame color when ordering)
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- 03-117 Scott Model 59—Red or Yellow
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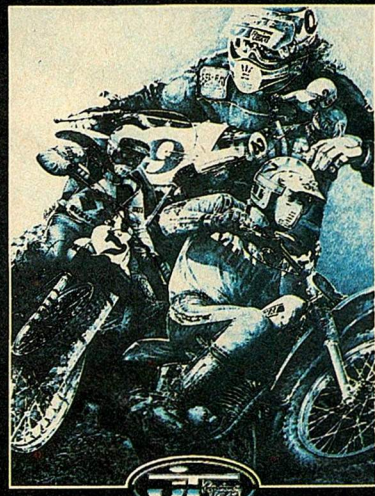


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09-105



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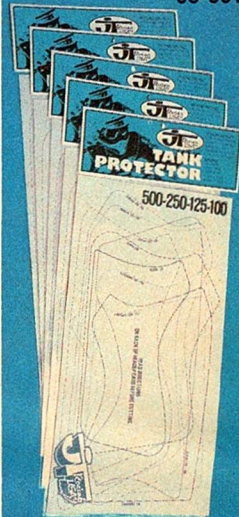


09-106

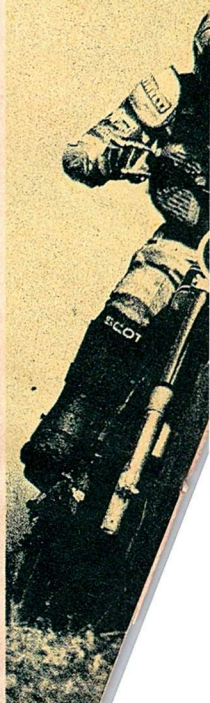
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FLASH! CYCLE WORLD — DEC. 1979. "One brand of tire consistently came up at the top of our result sheets — **Pirelli.**" When it comes to tire testing, the true test is and has always been at the track. That is where Pirelli stands tall. Whether at Sebring as original equipment on Porsche, Maserati or Ferrari or at Unidilla on Hannah's Yamaha or La Porte's Suzuki, Pirelli can be trusted. With a Motocross tire for every conceivable track condition, it shouldn't surprise you that of the 5 major American Motocross titles, Pirelli captured three in 1979 — 250CC National, 500CC National, and Supercross. It wasn't beginners luck — it was Hannah, La Porte and Pirelli pride.

JT RACING USA, 303 West 35th Street
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PIRELLI

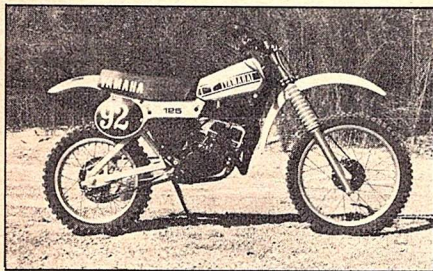
USED

Owned by an MX school teacher

By Jody Weisel

□ The time has come to dig up the old coffee can out in the backyard, and spend some of that hard-earned cash on an MXer. Woe and forelorn, there aren't enough bucks in the Folgers can to buy a gas tank and a piston off of one of the new 1980 wonder bikes.

THE TEN BEST

**1979 Yamaha YZ125F**

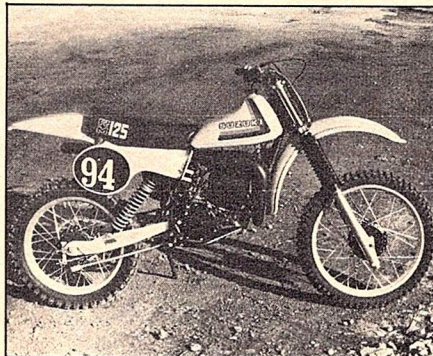
Thanks to the hard work and engineering of Moto-X Fox, FMF, Luft and White Brothers, the YZ125F was one of the most successful racers around. The motor is strong and reliable, but the weak point of the YZ125F was the suspension. Stock, the YZ handles really well, but even a modest beef-up in travel makes it plusher to ride. Don't get carried away on increasing the travel. The YZ125F is a good buy.

1978 Suzuki RM125C

Hyper 125s don't make good used bikes, and one that is several years old rarely makes the grade. The RM125C is the exception! The 125C had the best motor ever devised for the one-two-five class, and the handling was spot-on. Although the suspension isn't as quasar as newer bikes, it is adequate, and a little work will make it even better. The RM125C has very few problem areas. But be sure and check the swingarm for cracks. For the price, the RM125C really is the best buy in the 125 class as a used bike.

1979 Kawasaki KX250 A-5

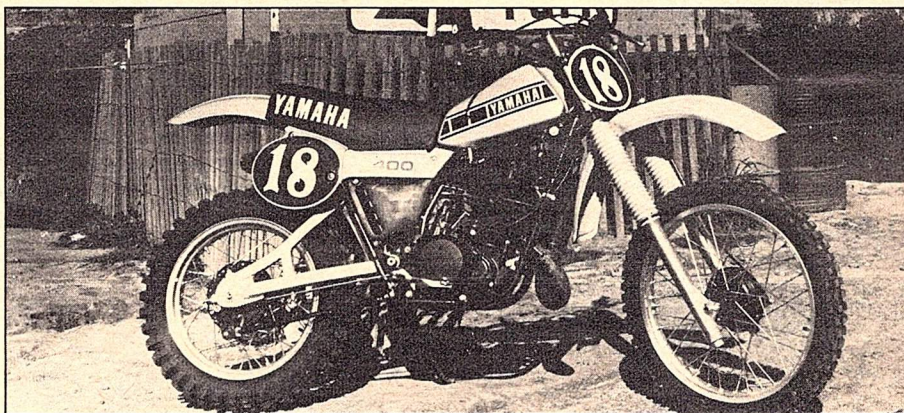
With the Uni-Traks warming up on the sidelines, the A-5 has been greatly reduced in price. The A-5 Kawasaki makes a good used bike, because the engines have proved to be very reliable, and life of the piston and rings is amazing. The only problem with a Kawasaki is that the cylinder cannot be bored out. A new cylinder must be bought if the old one is worn out. In stock form the A-5 needs a set of shocks to make it the best used bike buy in the 250 class.

**1979 Suzuki RM125N**

Because the 1980 RM125T is virtually an unchanged version of the RM125N, the N remains a good buy. Because of the large number of RM-Ns sold, the price isn't as high as it could be for a one-year-old used bike. The N-model has a few rough edges, but the know-how, technology and accessories are widely available. The main thing to check on an N-model is the left rear upper motor mount tab, and cross-over frame tube under the left footpeg for cracks.

**1978 Can-Am 250 MX4**

Because Can-Am builds their bikes strong and reliable, they make good used buys. Most of the teething trouble will be solved by the first owner, and all you have to do is reap the harvest. The 1978 Can-Am engine is still a potent power pack, and fairly reliable. Can-Am has engineered the old bikes to accept updated parts from the factory, which means that most of the parts from the new bikes will fit. The main concern in buying a used Can-Am is the proximity and quality of your local dealer.

**1978-79 Yamaha YZ400 E-F**

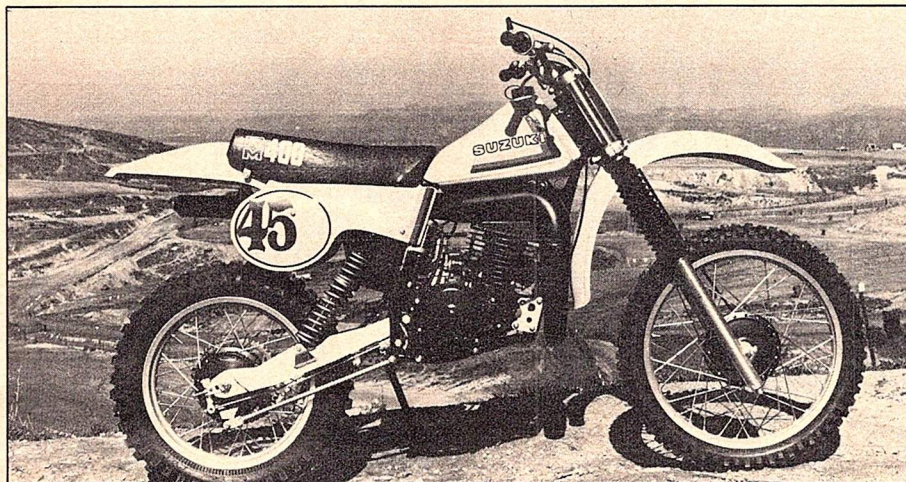
The YZ400E and YZ400F have proved to be good used bikes. The major problem with both bikes was the monoshock, which can be remedied with an accessory shock mod. The motors were strong and fast, and parts are readily available almost everywhere. The E-model will be cheaper, and in many ways not any less effective than

the newer F-model. Most of the accessory shops and mail order businesses can provide you with all the tuning and technical knowledge you'll need. The complete Yamaha line, starting with the D-models in 1977, were good, reliable Open class motorcycles, and make safe used bike purchases.

BIKES

Even if you throw in the hopes of an income tax return, you can't get up enough cash for a new mount. Used bikes are a curse, but the time has come to get out on the track and roost. To that end MOTOCROSS ACTION presents a list of the top ten best used motocross bikes, and the top ten worst used motocross bikes. With a modest outlay of cash the dream of motocross stardom can be yours.

THE TEN WORST



1979 Suzuki RM400N

The RM400N suffered from an endless list of failures. The reliability record of the bike left a lot to be desired. The main culprit was frame failures. The frame would

crack under the rear of the motor, but there were also problems with blown transistors, cracked shift levers, brittle fenders and split rubber manifolds.

Maico MC125

There are a few Maico 125s filtering around the country, and although they are as fast as the wind, they break. The transistors are weak, and working on them was a nightmare. Parts are scarce and know-how is lacking. Don't buy a used Maico. Also don't buy a used Carabela, Tyran, Cooper or any other obscure 125. Used bikes are a risky investment, so why buy something that was a risky investment when it was new? Forget about AJS, BSA, CZ, and the other old names.

1978 Kawasaki KX125 A-4

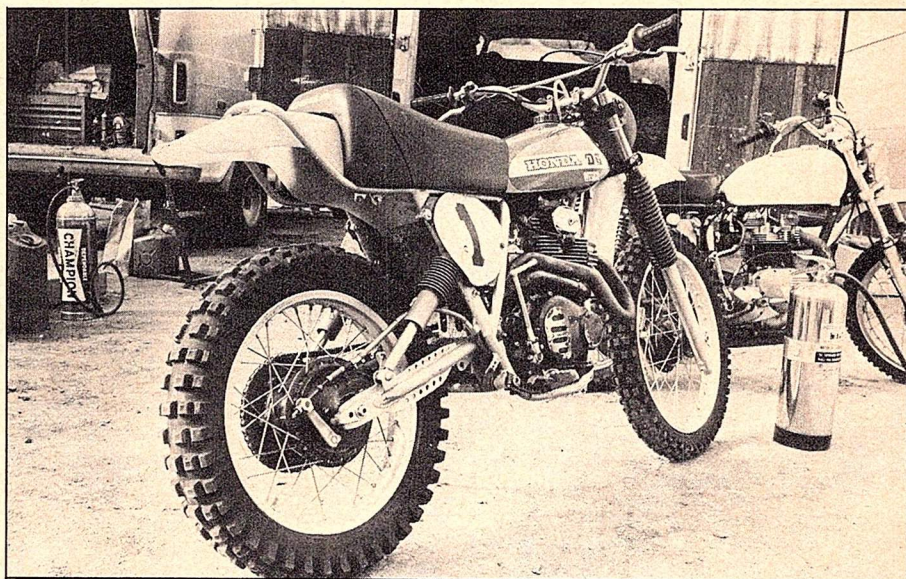
The first of a new generation of KX motorcycles wasn't a very good attempt. The A-4 was a pipey, hard-to-ride bike. The supply of parts for the bike from Kawasaki was never very good, and not very many bikes were made. The result is a bike that didn't get the job done, and was hard to fix when it broke. A word of warning: The KX line before the A-4 was even worse, so don't buy a pre-1978 Kawasaki motocrosser, unless you like wimpy forks and full-on swapper frames.

Hodaka Super Rats/Combats

Hodaka is out of business. The parts situation is passable, but not really good. The first Hodakas were decent trailbikes, but the later MX versions were very unreliable. The 125 MXers and 100 MXers that came with the orange gas tanks blew transmissions and broke pistons like popcorn. There are no Hodaka shops left in business, although a few still carry the parts. The bikes weren't fast enough back in 1974, let alone now.

CZ 125-250-400

At one time CZ was *the* used bike to buy. The bikes are totally bulletproof and stone reliable, but they are also overweight, slow and hard to get parts for. CZs are best described as heavy, rugged and reliable! Would you date a girl who was like that? They haven't kept step with the times. Trying to update them hurts their performance.



One-Off Specials

One-off specials are bikes that defy description: CZ motors in Bultaco frames, Bultaco motors in CZ frames, and any special Honda XL350 four-stroke. If the bike

was built by hand, then it will probably have to be repaired by hand. Buying a used bike is hard enough without buying two used bikes rolled up in one.

THE TEN BEST



1979 Husqvarna CR390

Husqvarnas aren't cheap, even used, and that makes them a relatively bad buy on the used bike market. The 390 Husqvarna is the best of the Swedish machines. The 1979 model had a new frame, air box and swingarm that cured a lot of previous

problems. The main thing to check on a used Husqvarna is the engagement of third gear. The Husqvarna trannies have been a weak link. 250 and 125 Husqvarnas aren't as good a buy as the stronger 390. The 1978 390 CR is a good buy also.



1977 Maico 400 AW

One of the best used Open class bikes is the 1977 400 AW Maico. The AW has essentially the same chassis as the newer Magnum model, and the 400 engine was the best of the German breed. It is even possible to get a few 1976 AW Replicas that have the same geometry as the 1977

models. The things to look for on a 1976 AW are a small clutch and three-row primary chain. On any used Maico, be sure to check the left side of the motor, and make sure that the primary basket, chain and tooth drive are in good shape. Also, pull out the motor mount bolts

1978 Maico Magnum 400

If you have the bucks to spare, then the 1978 Maico Magnum is the Open class bike for you. The 1978 model is almost identical to the 1979 model, only hundreds of dollars cheaper. The 400 engine is better used (previously owned) than the 440 or 250 Maico mill. Maicos require constant attention to the primary drive system, and these parts can run up \$250 in repairs easily. Be sure and check them out before buying the bike. Racing a Maico is the ultimate, but requires constant attention. If you can't afford to buy a new bike, then you probably will be strapped to keep up with the Maico's parts appetite.

1978 Can-Am 370 MX4

Although the 370 MX4 wasn't considered one of the best Open class mounts of 1978, it has stood the test of time better than its competitors. The Can-Am has a strong frame and motor that normally withstands the punishment that the previous owner dished out. The Marzocchi forks can be easily updated with any fork kit, and a set of shocks will make the rear end better than it was when it was stock. Check the clutch and engagement in third gear. Take the tank off and look at the large backbone tube to see if it is kinked.

USED TIPS AND TATS

1—Budget yourself carefully. Remember that new tires will add \$75 or more to the cost of that used bargain bike. Figure it all out in advance.

2—Don't pay extra money for trick items like swingarms, shocks and heads. Don't be fooled into thinking that the spare parts removed from the bike are really any good.

3—Remove the tank and seat from any used bike and check the frame for cracks or old welds. Welds mean that the frame was broken before.

4—Get a bill of sale, a receipt and the title.

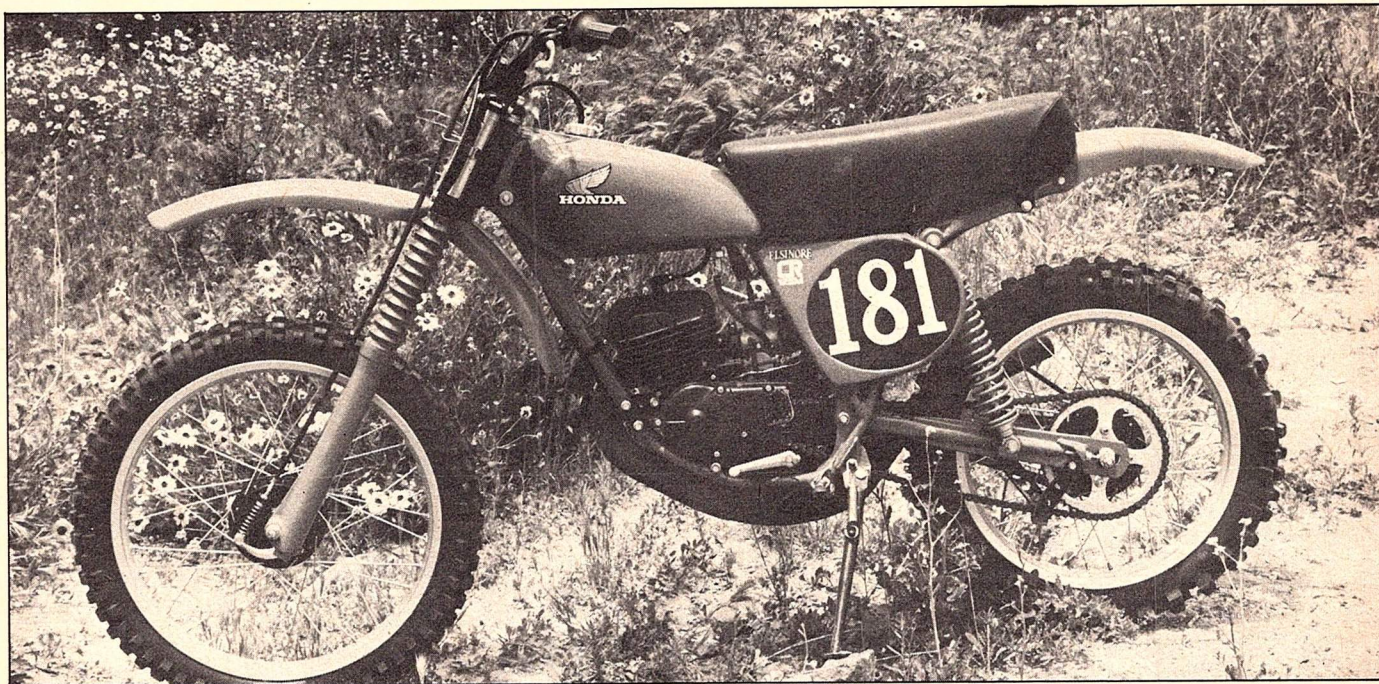
THE CLASS OF THE PAST

The best used 125:—The 1978 Suzuki RM125C.

The best used 250:—The 1979 Kawasaki KX250 A-5.

The best used 500:—The 1978 Maico 400 Magnum. □

THE TEN WORST

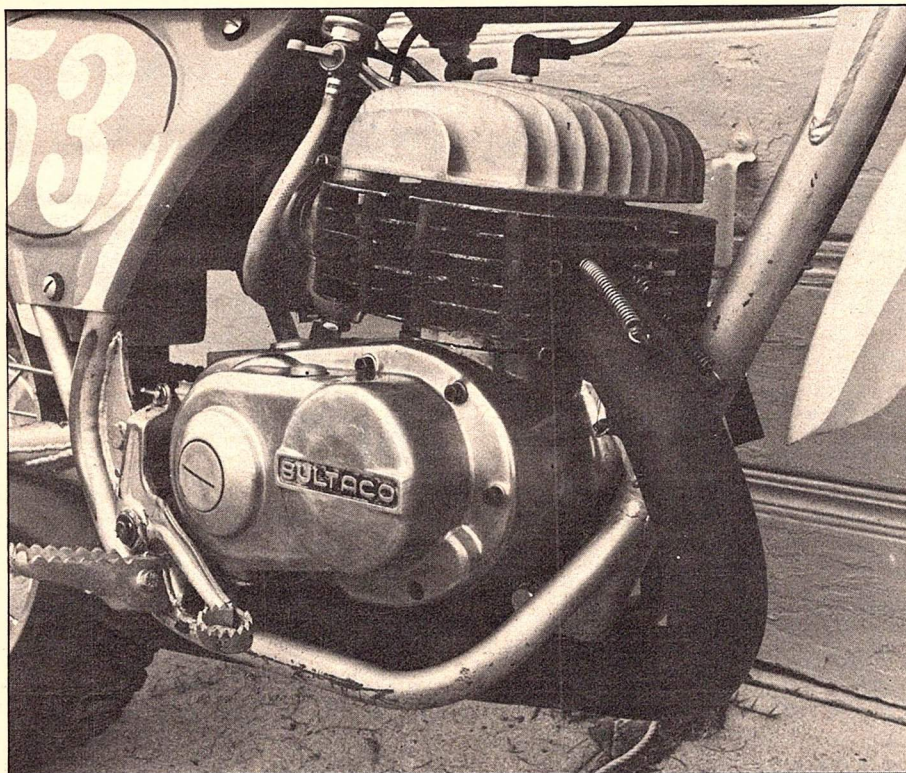


Pre-1978 Hondas

Since the first run of CR125s and CR250s was designed in 1973, and underwent very few changes, the complete line

of Honda CRs from 1973 to 1977 represent 1973 technology. The CR250s weren't very popular motorcycles among the racing

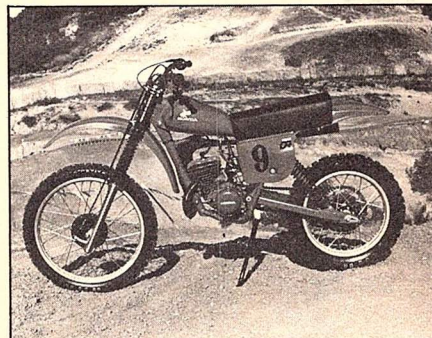
crowd because of their unusual handling. The bikes also suffered from transmission problems that time won't have healed.



Spanish Motorcycles

Blanket condemnations are dangerous, but as a whole it is best to avoid any motorcycle made in Spain, especially when they are used. Ossa was less than reliable, even when new, and it is almost impossible to

find parts to repair them. Bultaco has lost most of their dealer network, and that makes the parts supply sporadic. Used Montesas have never had a good reliability record.



1979 Honda CR125R

The first of the new generation of Honda 125s was less than wholeheartedly accepted. The 23-inch front end and peculiar frame geometry resulted in a bike that swapped viciously through the rough stuff. The handling was really foul, and the power wasn't as high-powered as necessary. Hopped-up CR125Rs normally handled worse than stock ones.

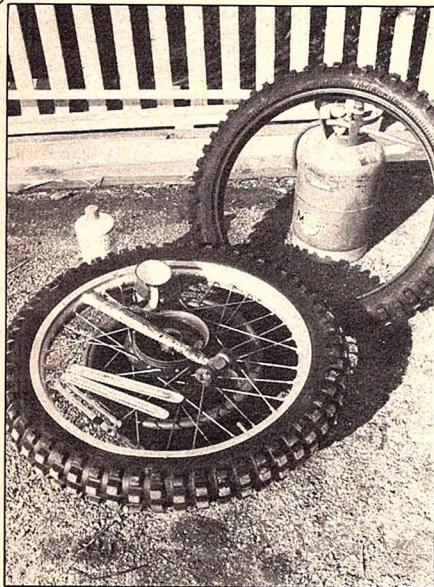
1978 Harley-Davidson MX250

In essence, the 1978 Harley MXer was the 1976 Suzuki motocrosser, only built with Italian craftsmanship. If this is an example of that nation's work, avoid anything Italian. The H-D would literally fall apart underneath a rider. The parts picture is really dim, and the bikes are no longer available in this country. That in itself is a good reason to avoid it.

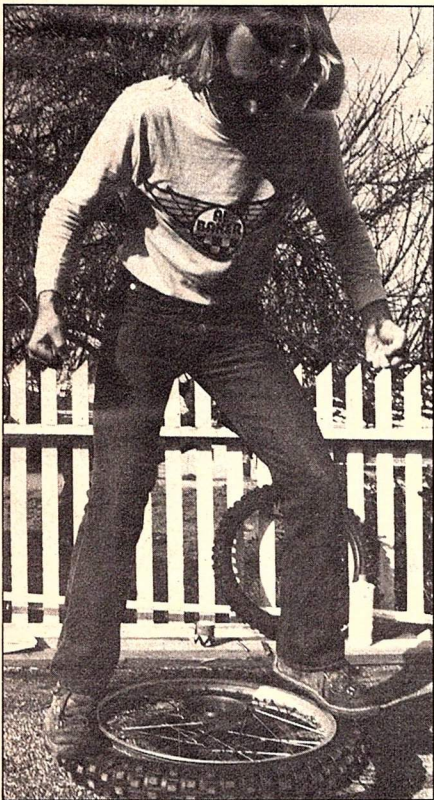
HOW TO

FIVE-MINUTE

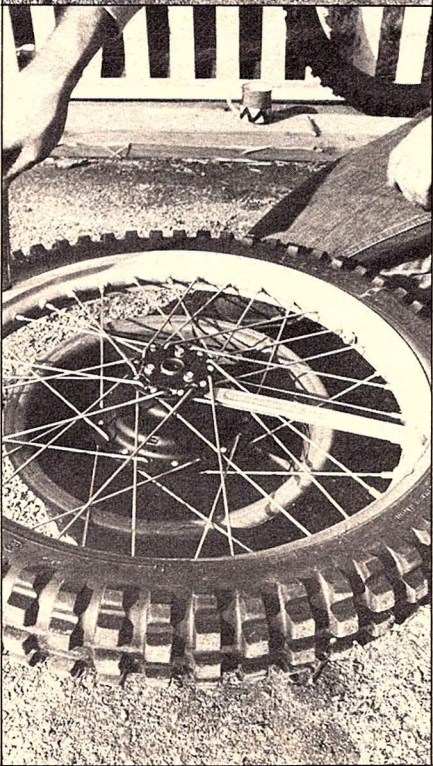
But for you it will only take an hour



Set your wheel on a trash can or Preston Petty tub. Deflate your tire pressure (remove the valve core). Completely loosen your rim lock nuts and push in the threaded bolt.



Next, break the tire bead loose from both sides of the rim. Use your knee or foot to break it down. Tuck in the tire bead as close to the center of the rim as possible.



Using an approved motorcycle tire iron, pull the tire bead over the rim, starting at the valve core. Using a second tire iron, alternate the bead removal around the entire wheel.



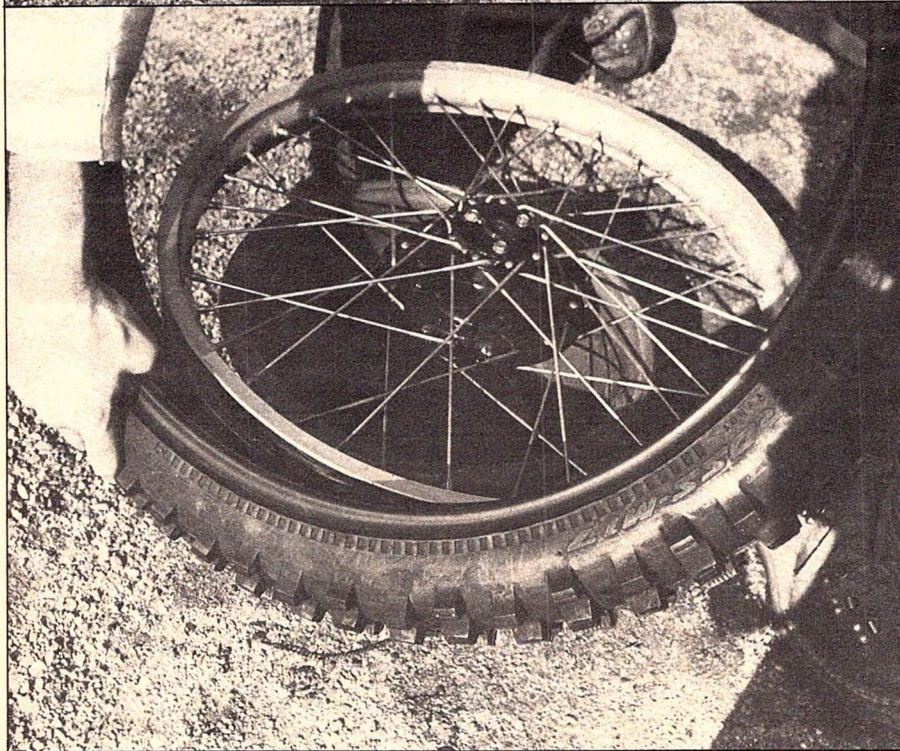
Carefully remove the inner tube. Flip the wheel over and pry the tire off the rim from the back side. Inspect and clean the rim. Make sure the rim strap is covering all spoke nipples. Preferably, duct tape is used to cover the nipples and spoke ends.



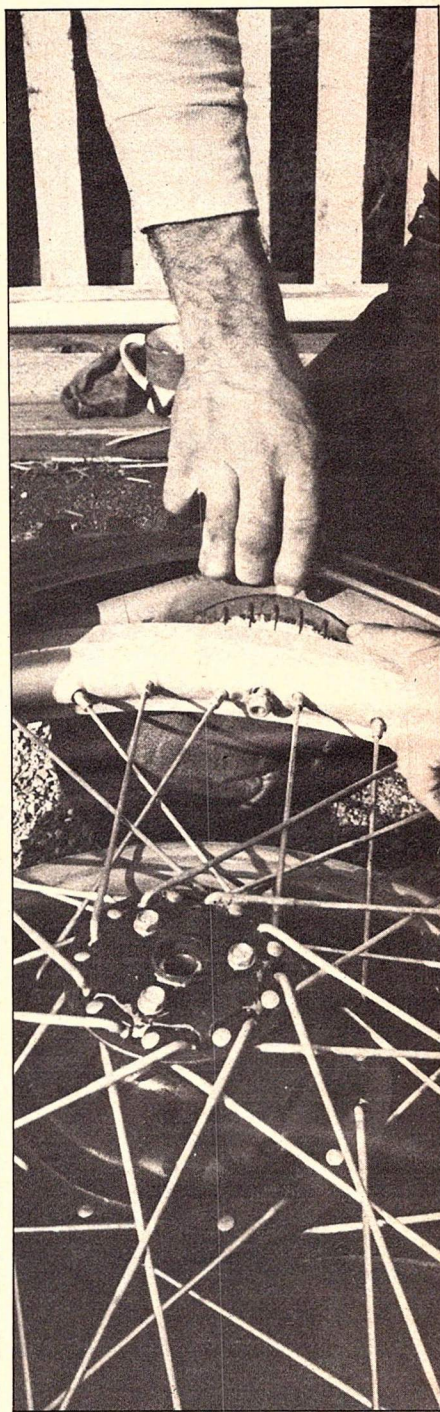
Now is a great time to check spoke tightness and rim trueness.

TIRE CHANGE

By Al Baker

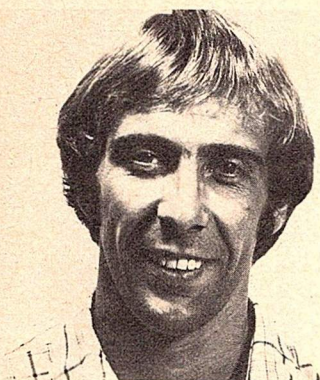


Tire replacement requires a soapy water mixture applied to the rim and one side of the bead. This will assist you in slipping the tire over the rim. If the tire has a directional pattern, position it before you start your installation. Once one side of the tire has successfully been slipped over the rim, use your tire iron to lift the bead over each rim lock. Tuck in each rim lock and be sure it has plenty of slack to freely position itself.



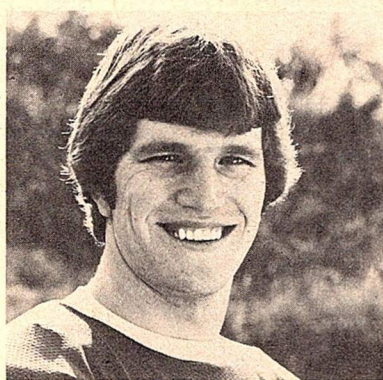
Lay out your inner tube over the tire. Line up the valve core with its hole in the rim. Tuck in the tube starting with the valve core. Once in the hole, loosely start the core's outer nut to keep it from slipping back in. Freely position the tube in the tire and be sure it's not caught under the rim locks. Add a very small amount of air to the tube. This will give you an idea of where the tube will lie when in use.

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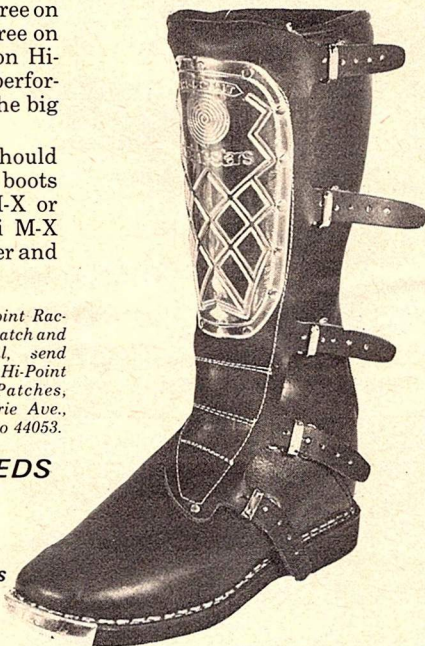


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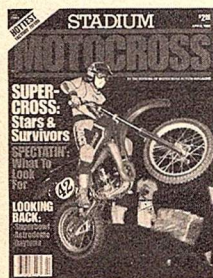


Add more soapy water to the rim and tire bead to now be tucked in. Start slipping in the tire bead opposite the valve core. By hand, work the tire in a little one way, then the other, until more force is needed. Then use a large, rubber-ended hammer directly on the tire bead where it slips under the rim. The tire will simply (and slowly) work its way past the rim lip. When you come to a rim lock, shove in the bolt as the bead falls in between it and the rim. When you complete the tire installation, double-check the position of the rim locks. Be sure the locks and valve core move in and out freely. Inflate and deflate the tube several times, then check the rim lock bolts and core for straightness and freeness.

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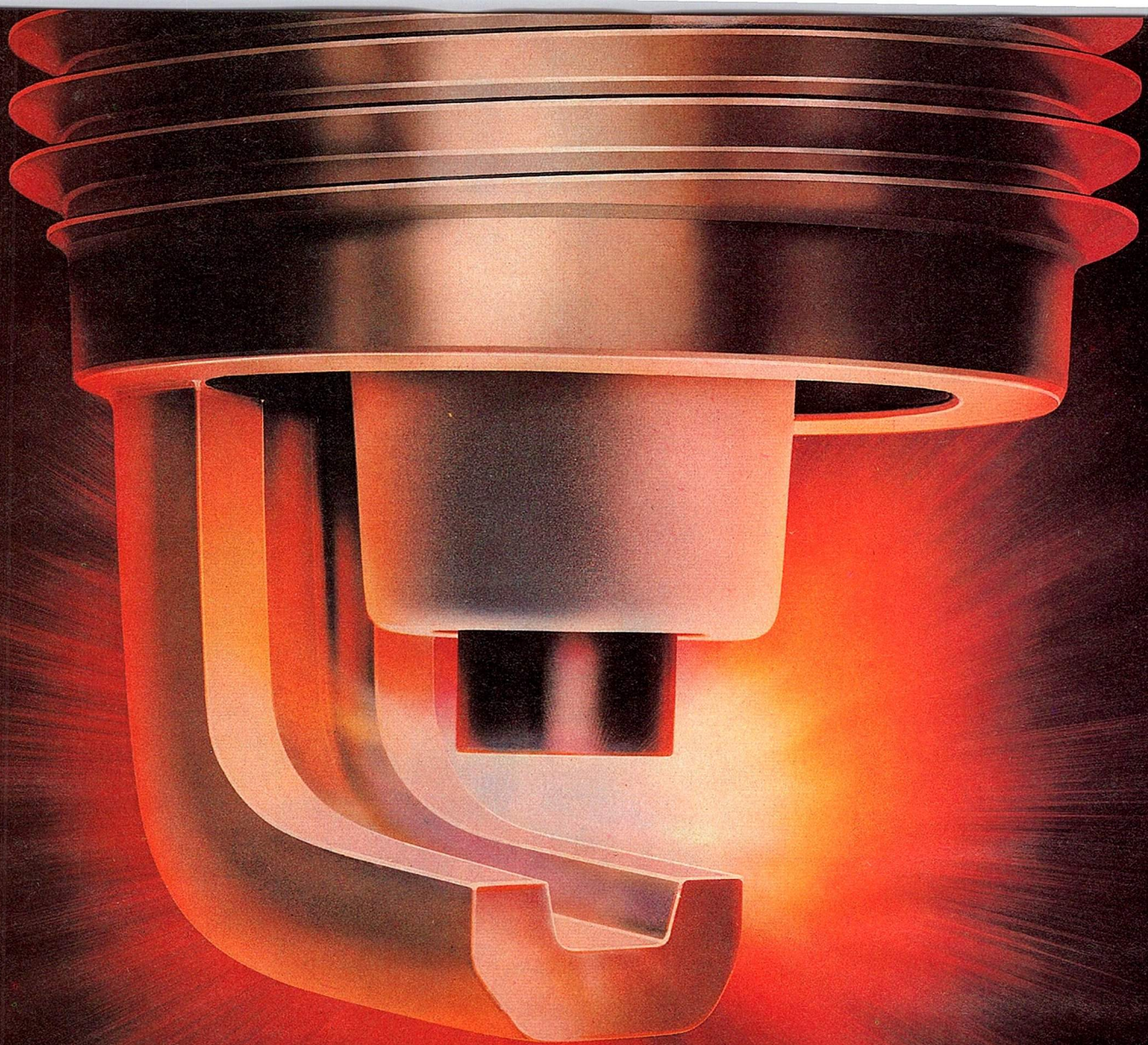
And all three models sport new works styling, easy-grip power levers and pointless PEI ignition.

But enough talk. Put your hot shoes on and go stompin'.



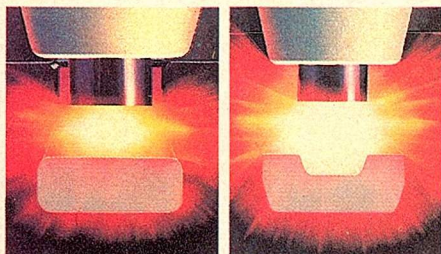
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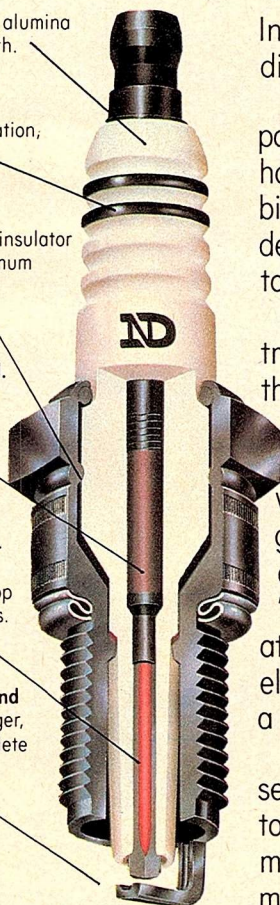
5-Rib Design. More insulation, prevents flashover.

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Unique Copper-Glass Seal. Fuses center electrode to upper stem to form gas-tight seal. Assures full voltage at spark gap.

Copper-Cored Center Electrode. Creates a wide, efficient heat range for top performance at all speeds.

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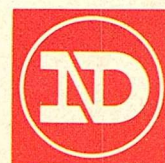
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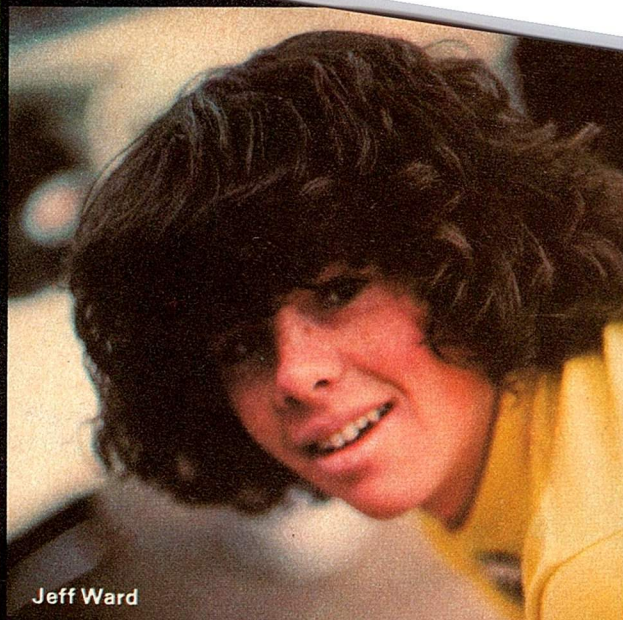


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CAN-AM GOLDEN STATE



Jeff Ward

Jeff Jennings



ugen ME125 water-pumper

CALIFORNIA W

Johnny O, Magoo
and the high line

By Jody Weisel

PRIL 1980/MOTOCROSS ACTION

□ When winter grips America in its icy hands, the hottest motocrossers head for Florida or California. To cater to the sun-starved hot-shoes from the hinterlands, the California and Florida Winter Series have been grinding out top-flight competition for the past half a decade. The list of event winners in the California Winter Series

reads like a *who's who* of motocross: Brad Lackey, Gaylon Mosier, Danny LaPorte, Broc Glover, Jeff Ward, Brian Myerscough, Jim Weinert, Marty Trips, Darrell Shultz and the winningest rider (10 wins), Rex Staten. By far the most popular rider in the history of the Winter Series is Danny "Magoo" Chandler (nine wins). Magoo is the only rider to have won an event in each class.



Derbi RM hybrid



Flying Johnny O'Mara

WINTER SERIES

The quality of the competition is so great that in the past four years (51 individual races), only three riders have ever won an event, who did not at one time in their career have a factory ride (Bobby Jones, Ron Turner and Bob Elliott).

MAGOO GOES DOWN

Danny Chandler had a normal day, normal for Magoo! With over 100 riders vying for positions in the 250 class, the promoters ran four qualifiers and two consolation motos. Magoo went out in qualifier two and beat his brains out working his

way through the crowded pack trying to get into easy qualifying position. With two laps left to go he made the transfer spot, and his mechanics pulled him into the pits. Magoo had gone out in the wrong race. He was in qualifier three!

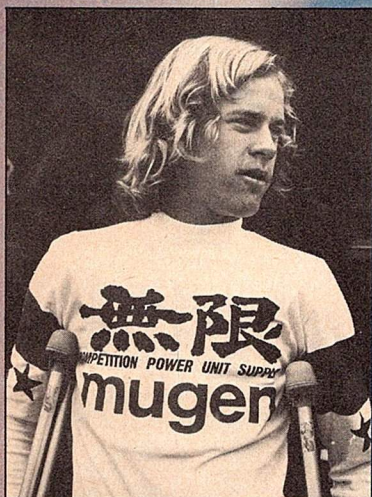
Back on the starting line for the correct race, Magoo faced a whole new moto full of fresh hot-shoes. After another bad start, Danny worked his way back through the pack for the second qualifier in a row. By the mid-way point, Magoo was running second to Warren Reid when suddenly one of his full-lock cross-ups got crossed up, and his Maico M1 fired him down the track.

The ambulance attendants scooped him up and deposited him in Chapman General Hospital with a bevy of broken ribs. The defending 250 Winter Series Champion would spend the rest of the series taking shallow breaths and trying not to laugh.

JOHNNY OHHHHHHHHH

Jeff Ward was the class of the 125 class, but a young upstart by the name of Johnny O'Mara showed up at Saddleback with an icicle-white, water-cooled 125 Mugen Honda. Johnny O also showed up with a broken foot. But like the script out of *On Any Sunday* he had soaked off the cast and he was going to race. He wedged his broken foot into a Scott boot and went at it. Jeff Ward won both motos, but Johnny O

CALIFORNIA WINTER SERIES



The star of the day was Johnny O'Mara and his water-cooled Mugen 125. O'Mara was second 125.



Former minicycle riders Jeff Ward and Chris Heisser share a friendly chat before the 125 class duel.



Magoo winces in pain following a qualifying crash that luckily didn't do any serious damage. The ambulance is like a second family car to Danny.

finished second overall.

At the end of the second moto his mechanic, Tom Halverson, and Mugen Team Manager Al Baker had to take the Scott boot apart to get the agonized 125 rider out of the plastic footwear.

JEFF WARD'S HOT LINE

The fastest section of Saddleback is known by the locals as "The Double-Jump Straight." The straight actually has four jumps on it, but Saddleback regulars are known for motocross, not mathematics. Jeff Ward and his 125 Uni-Trak veered off the track just before the second jump, and skirted across a steep off-camber bank for 100 feet before reentering the track at the base of the fourth jump. By attacking the steep bank with bravado, the Teenie Meanie was able to pass at least one rider every lap. But the head flagman stopped him by waving him off during his qualifier.

After the qualifier Ward protested that the line was legal, since it was within the boundaries of the fences. The promoter relented and the line was declared legal again. In the first moto Jeff quickly utilized the high line to pass the three riders in front of him and pull away. Other riders tried the line, but without much luck, most losing a place each time. Finally a rider coming off of the high bank collided with a rider banzaing the fourth jump. The accident was gruesome, as one rider landed

on the other's back, and both spiraled off the track into a drainage ditch.

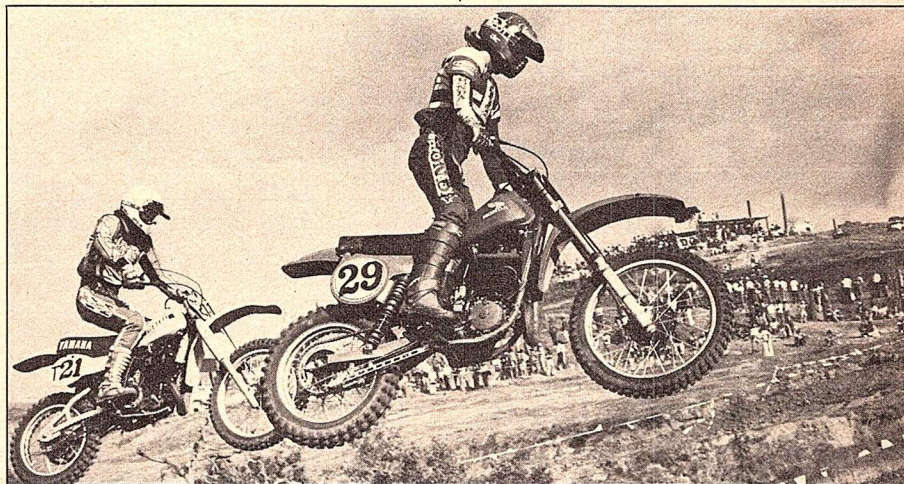
The line was re-declared illegal for the next moto, but Ward managed to win without it, although it took him three-quarters of the moto to catch Johnny O.

I DESERVE IT MORE

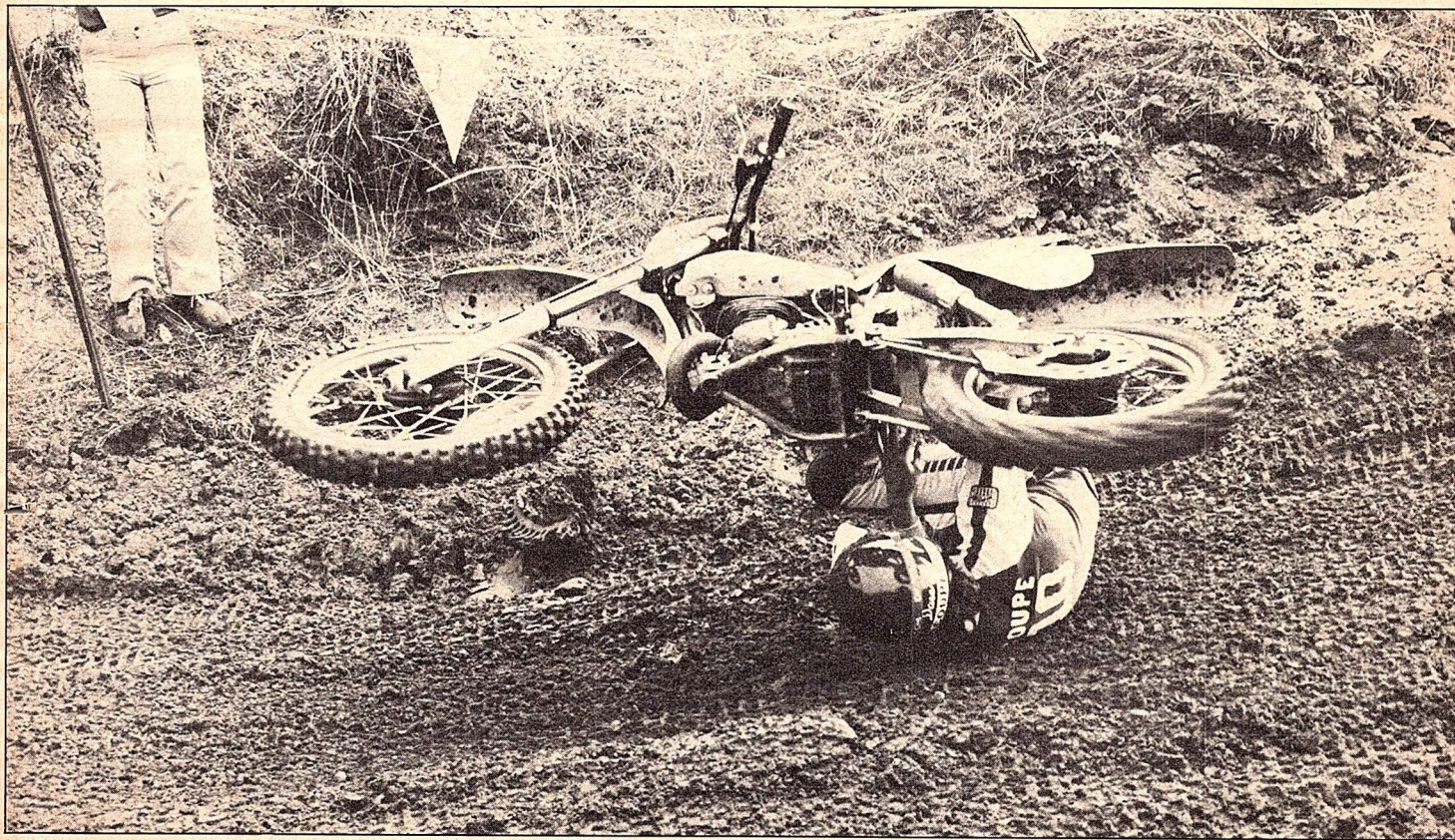
Donnie Hansen is the latest of the new lineup of factory Honda 250 riders. Jeff Jennings is a former factory Suzuki rider who is semi-sponsored by Honda. Jennings wants to make it back to the first

string! When the showdown at Saddleback came down to Donnie Hansen versus Jeff Jennings, everybody knew it was going to be a bell-ringer. Jennings powered his home-ported CR250R into the lead, while Hansen and his factory-honed scooter gave chase. Warren Reid moved up on his Kawasaki and displaced both Honda riders, crashed back to sixth, and then blew his tranny. Hansen took the lead and pulled away to win.

In the second moto Radical Ron Turner got up and disappeared, while Hansen



Open class winner Jim Gibson and Monte McCoy reel off a couple of tape measure leaps at Saddleback.



Dave Coupe is about to feel the power being put to the ground; unfortunately, it will be through him.

CALIFORNIA WINTER SERIES

and Jennings diced for second place and the overall. Jennings rode masterfully, thwarted Hansen's every move, and clinched the Saddleback round to win one for the second string.

WINNERS DON'T ALWAYS WIN

Rex Staten is the winningest rider in California Winter Series history, and won both the 250 and 500 titles in 1978, while just missing the 500 crown again in 1979. Rex entered the 500 class at Saddleback, and was the odds-on favorite to take the win over Honda rider Jim Gibson, 1979 Open class winner Goat Breker, and a passel of fast privateers. Unfortunately for Rex, he never got past the fast privateers. Jim Gibson manhandled the pack to pull off a clean win. Fast-charging Steve Rhyman from San Clemente worked harder than anyone else on the track for a well-deserved second overall.

THE PAY DAY

Can-Am/Bombardier sponsored the California Winter Series, and each of the seven events had a purse in excess of \$3000. Thanks to large contingency awards by companies like Maico, Scott, Petty, IRC and others, the total take for the series is \$61,000.

MINI MADNESS

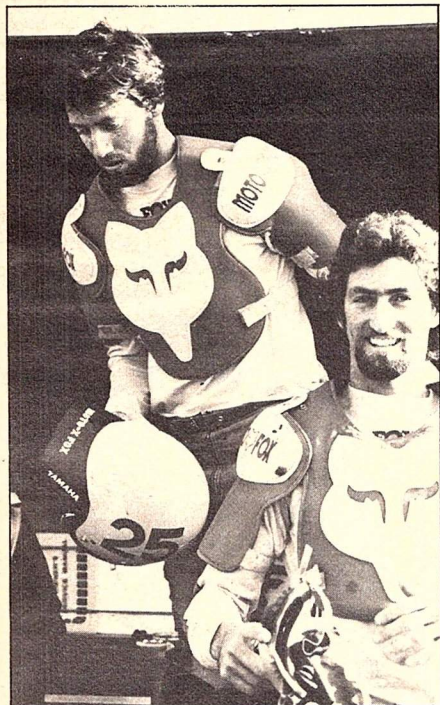
For the first time in the California Winter Series' four-year run, the minis were given a place on the program; al-

though relegated to the Saturday amateur program, the mini Experts were dynamite. Erik Kehoe and George Holland set lap times that would have dazzled the big-bike pros. No one in the mini ranks can touch these two kids. Yamaha-sponsored Erik Kehoe won the Saddleback round on his own Southern California turf, but Suzuki-sponsored George Holland gave no ground. These two mini Experts have been tabbed by their respective factories as the team riders of the future. But not until they reach 16!

BAD LUCK, MAYBE NEXT WEEK AWARDS

Ron Turner won his 125 and 250 qualifiers with ease, and looked like the hot pick to win at least one class. He didn't win any. Things went wrong in one moto of

each class, and Radical Ron couldn't put back-to-back performances together. Warren Reid has been on a hot streak since November, and he planned on continuing his winning ways right through the winter. After taking the lead in the first moto he slipped back to sixth, but worked his way back toward the front only to have a mechanical failure ruin his chances. DG's Todd Peterson was running in the final transfer spot in his consolation moto, and was content to finish out the last lap and head back to get ready for the 250 showdown. Unfortunately his Suzuki transmission balked within sight of the checkered flag, and his day ended with a long push back to the pits. These riders weren't alone in their suffering, as over 150 riders failed to qualify for the 30 slots in each class. □



Two of the nicest racers on the circuit, Pete and Tony Wanket, are sponsored by Moto-X Fox. You can tell by the way they dress that they are trying to keep it a secret.



Things got hectic in the pack. Bruce McDougal (45) and Ross Maeda (31) chase Drey Dircks, Mike Preston, Chris Heisser, Paul Emerson and Tony Gomez through the whoopdies.



Steve Rhyan (27) attacked Rex Staten from above, below and behind. It paid off and the Maico rider got second Open class and Jim Glasen.



Last year's Open class Champ Goat Breker had two kinds of luck—bad and worse. His 2-44 score netted him 19th.



Race Ready rider Jeff Jennings shut down the factory shoes in the 250 class. Warren Reid (8) tries to get him in his sights.

PRODUCT EVALUATION

FOX NUMBER DISCS

Software for hardware fans

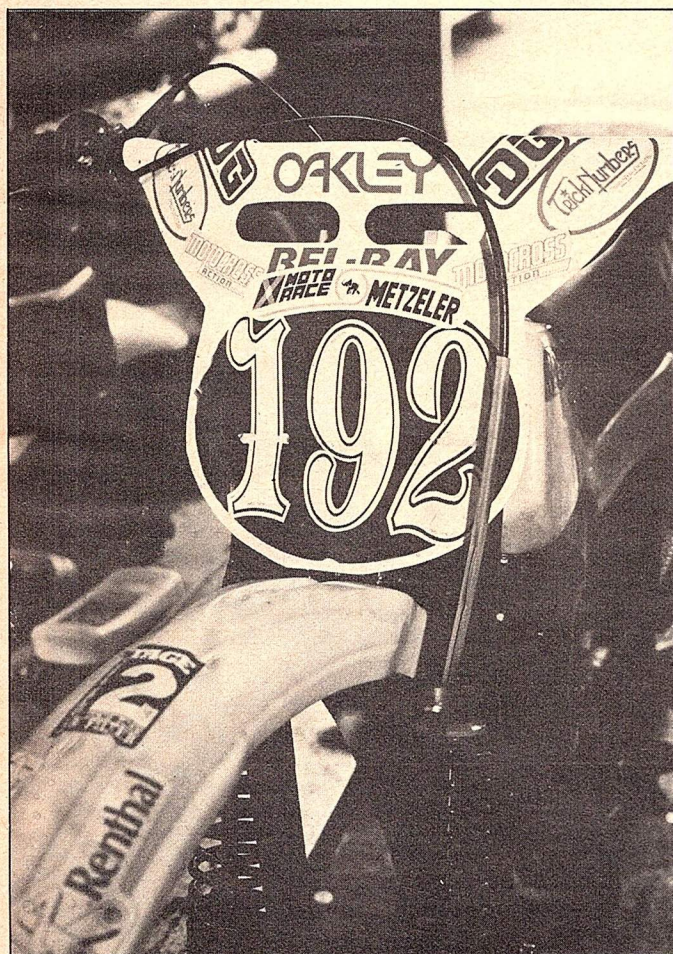
□ If you race around at different tracks, you begin to hate the hassles associated with your number plates. In MXA's personal moto-domain the trusty old scooter has to have different numbers stuck on it all the time. You need red number plates to ride Mammoth Mountain, white ones for the AMA, and the odd alphabet number

for local organizations. Anybody who ever pulled a trick number off of a Yamaha side plate has also pulled the paint off of the same YZ side plate.

The standard motocross technique for changing number plates is to head down to the hardware store and buy a yard of contact paper. After a lot of cut-and-paste

you have a fair semblance of a number plate, with several wrinkles and more than your share of air bubbles. After you have done this 10 or 20 times you don't want to do it again.

Now you don't have to. Moto-X Fox has come out with pre-packaged number plate
(continued on page 72)



The stock number plate and its black background represent the standard.



Without even removing the old numbers and decals, the white Fox number background covers everything neatly.

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PLACE
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A FUTUR WORLD CHAMPION

Mike Guerra wants it

By Dennis "Ketchup" Cox

□ Mike Guerra is a 21-year-old graduate of the motocross school of hard knocks. His graduation present was a full-on factory contract to campaign the 250 Nationals during 1980 for the Husqvarna concern.

Along with newcomers Larry Wosick (Kawasaki) and Donnie Cantaloupi (Yamaha), he joins that exclusive fraternity of 1979 privateers who have made the move up into the factory ranks.

The Bolton, Connecticut, resident has advanced himself to that enviable position by hard work, dedication, and a desire to accomplish all the goals he's set for himself. The most important of these is to become the first American World Champion.

Mike's base of operations is the European launching pad of moto-talent that has rocketed other such notables as Brad Lackey, Kent Howerton and Chuck Sun to the successes and financial rewards of fat Japanese contracts. In the brief life of a professional motocrosser, brand loyalty, no matter how strong, will soon succumb to the irresistible lure of a big yen for more money. A small company like Husqvarna can't match the Oriental giants Kroma for yen, and always loses out in a bidding war between the two.

It must be very frustrating for the management at Husqvarna to take a young, inexperienced rider, and train him toward achieving his ultimate goal, only to watch him lured away to the Japanese giants.

In spite of all this, Husqvarna continues to sponsor some of the top talent in the moto-echelons both here and in Europe (take Hakan Carlqvist, for example) (*Yamaha did—Ed.*). With the departure of Chuck Sun to Honda, Husky has picked

"If it wasn't for him (Mark Robillard), I wouldn't be as fast as I am now . . ."

young Mike Guerra to fill the bill in the 250 Nationals where last year Mike placed a creditable seventh overall in his first year of 250 competition.

HOW DO YOU GET THERE FROM HERE?

It was a long row to hoe for the Connecticut youth, especially coming from back East, as Guerra recalled watching his first race.

"Yeah, I remember seeing Jimmy Ellis

race for the first time. He was just totally sideways. He was so much better than anyone else around New England at the time. I thought that I would have to be as good as he was before I could leave, but he was just so far ahead of everybody back then that I could have stayed there forever trying to equal him.

"I bought a TS90 and started racing the 100 Junior class. My first race I got a 13th. I got a lot of 13ths starting out!" remembered Guerra.

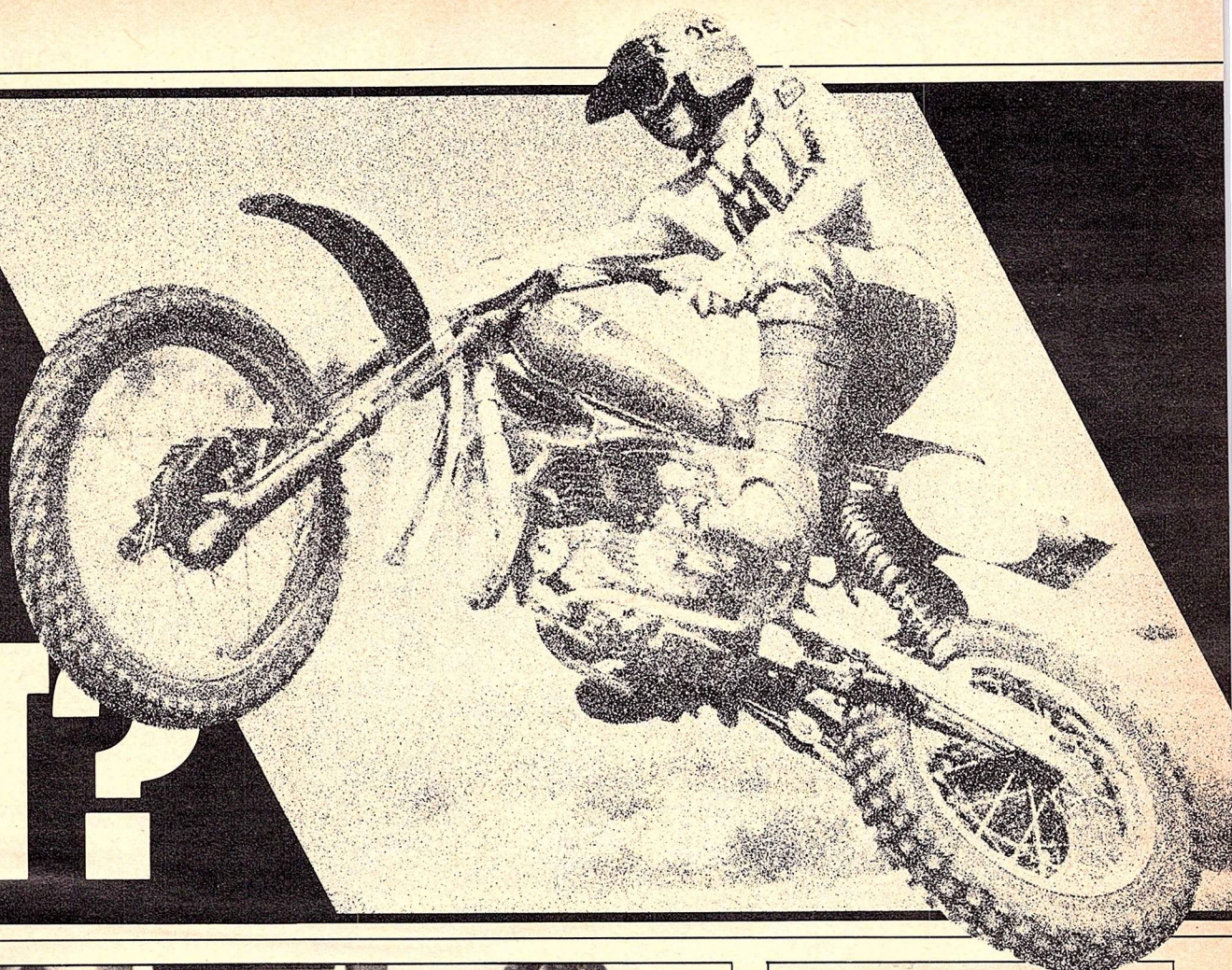
WITH A LITTLE HELP FROM YOUR FRIENDS

The next year Mike moved on to a new Yamaha 100 MX and started a rivalry with a fellow racer that would continue throughout his career until it tragically ended last year. Mike's fierce racing companion and good buddy Mark Robillard died in a water skiing accident late in 1979.

"If it wasn't for him I wouldn't be as fast as I am now, that's for sure," says Guerra, not cockily, but with a conviction that leaves no doubt about his earnestness.

"We raced together since 1973. I can think of 200 or 300 motos that we raced together. Out of those hundreds of motos we never had one bad word between us. Or even one crash together . . . (Mike reflects and adds almost halfheartedly) . . . Well, hardly anyway. It was just a really unique relationship how two guys can compete against each other and not have one bad

E ON?



Charlie Benson (Mike's mechanic), Carrie and Mike kick back and relax in scenic Yorba Linda, California. Betcha' you don't know what president was born there?

word or major crash. I feel we learned quite a bit from each other racing so hard.

"Mark won the New England championships that first year, and I was second, but I broke my shoulder at the end of the year. The next year I didn't fare too well, but both of us earned our points to transfer to the Expert class. We liked 125s, so we stuck with them. I campaigned a Suzuki for a while, and then switched to riding a Husky for Cycle Dynamics, a shop back in Massachusetts. I took a third in the 125s and a fourth in the 250s that year."

The next year Guerra started to receive

help from Husqvarna in the form of free bikes. He went on to win the 125 and 250 classes in New England and take second to his friend, Mark Robillard, in the Opens. Robillard was also Husky-mounted and it made it a clean sweep for the Swedish marque, which impressed the Swedes enough to make them take a closer look at these two fast-rising Eastern 'crossers.

IT'S A SHORT TRACK TO MOTOCROSS...

Guerra was New England short-track champion for two years in a row on a



Mike's girlfriend Carrie shows excellent taste in camera gear. She's a fox as well.

Champion-framed Suzuki roundy-roundy.

"I just didn't like it. My left leg used to get cramps from all those left turns. It did help me out a lot, though. My speed and determination increased, and I became a more aggressive rider.

"Those guys, they bump you around a little bit. It can get pretty intense. I was only 15 at the time and I didn't even have a driver's license. I rode one sportsman race, lapped everybody twice, so they said ... 'Get out of here! Go and ride the pros.' So I started riding pro and won every race

A FUTURE WORLD CHAMPION?

I entered but one. After that they were just out to kill me.

"I think they were serious. Some of them were definitely bad news characters. I couldn't handle it after a while. Sometimes they used to say that I was a dirty rider, and that they were going to gang up and get me. It got kind of spooky. I think they were just trying to scare me. I guess it didn't work because I won the championship the next year and decided, . . . that's enough!"

Mike was still racing motocross during this time, and after winning the short-track championship for the second year in a row, decided to make the switch to racing motocross full-time.

"The variation was there. Left turns, right turns, jumps. In motocross the courses were always different, and the fact that you had to deal with the roughness and the bumps made it that much more exciting."

WISH THEY ALL COULD BE. ...CALIFORNIA

"The guys in California have an advantage over the Easterners in that they get to ride a lot more than guys back East. They're able to ride against better riders, people like Glover, Bell, Reid and all the other factory guys who live out here. When you get a lot of competitive guys riding on a lot of different tracks, I think it helps you to improve faster. Still, there are some guys coming on strong back East, riders like JoJo Keller and Spencer Morrison.

"Even if you can go fast at home, it means nothing. You've got to be able to do it away from home as well, and against stiff competition. Then, it means something.


"The first National that I remember seeing was at Southwick, Massachusetts. It was a 250, and I believe Pierre Karsmakers won it. A couple of our local guys rode it and got smoked. I decided to see what I could do against those guys.

"1977 was the year I decided to do the National circuit. I made a commitment to ride the 125 class, and decided that I was going to get away from New England and race the Nationals even if I got lost."

HOOFIN' IT ON THE ROAD

"I didn't know what to expect my first race (Hangtown). I had heard that the 125s were intense, and it was really hard to qualify, but that once you qualified you would be OK. I didn't know what to expect, really. It was the first time I had ever ridden 40 minutes in my life. I got a good start in my qualifier, finished third, and

(continued on page 66)



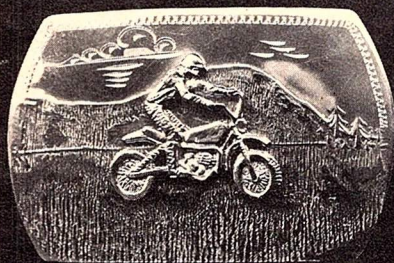
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DB-3



Did Jack Penton switch to Kawasaki's new KDX175 to finish 2nd?

Jack Penton didn't build his reputation on being second. When he switched to Kawasaki, he knew he was going to ride competition enduro bikes that were built to win. Kawasaki doesn't think there's any other way to build them.

With the introduction of the KDX175, they've truly achieved the state of the art. The engine and the frame are based on the factory KX125 motocross winners, and the suspension is the new Uni-Trak.™ That makes for a double whammy. Power and handling.

Take a look at this power plant. The 173cc

two-stroke engine cranks out lots of horsepower and the six-petal reed valve system gives you good, controllable low-end and mid-range power. You get the best use out of this wide powerband through the quick shifting six-speed transmission. Kawasaki's exclusive Electrofusion cylinder resists seizure better than any other production process, and the special radial-fin head helps remove heat when you really start cooking.

Now, how does it handle? The KDX175 is light. Only 214 lbs. And it's narrow. Put them



RM250T

CZ of the '80s

□ The RM250T Suzuki is the CZ of the '80s. For those too young to know more about the Czechoslovakian motocrossers than a snicker, it was perhaps the finest production motocrosser available to the privateer in the early '70s. It wasn't the fastest, its Chay-Zed engineering having been a forerunner of the past. It wasn't the lightest, in fact it was quite portly. It wasn't the best suspended, since its Czech *Trial* shocks worked more like butter churns than butter smooth. It wasn't the most modern, in fact it was such a stodgy design that it would barely accept updating.

The Suzuki RM250T fits all those characteristics to a *T*. It isn't the fastest, lightest, best-suspended or most technologically advanced bike on the track, but it does the job. The CZ outshines the Suzuki in its time frame because the CZ was indestructible. The RM250 isn't.

Perhaps the biggest flaw in the current

production run of the RM250N and T models is their reliability. Number one on the hit list is the frame, while number two with a bullet is the rear sprocket bolts. The N-models broke quicker than packages of Twinkies at a Weight Watchers convention. If Suzuki didn't learn its lesson, at least smart privateers have found a way to keep the backbone connected to the footpeg.

WHAT'S NEW FOR YOU

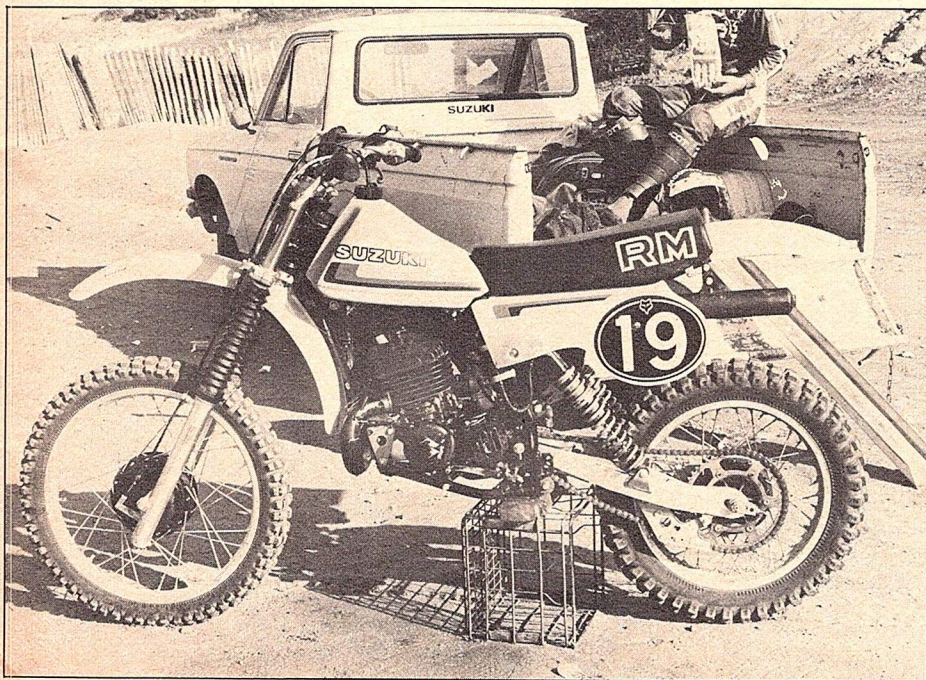
The bike remains essentially unchanged from last year, with the exception of some fine-tuning. The chain guide and roller system was revamped, the fenders have been reconstructed, the aluminum shift lever has been replaced with a steel one, the rear shocks have oil refillable capability and four damping adjustments, the rear brake panel incorporates a heim joint in the anchor arm and straight cable actuations instead of rod, new grips and graphics.

The Suzuki powerplant is virtually fool-

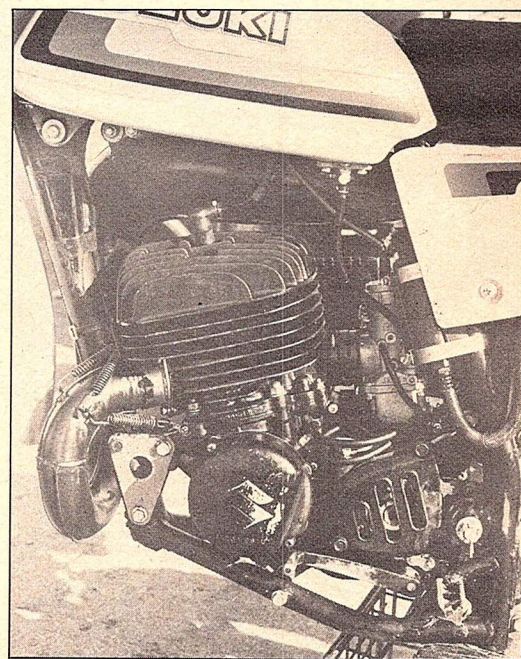
proof this year, after some transmission problems last year. Even the rubber carburetor manifold is a new compound this year to stop it from splitting in half. There are only two changes of any significance in the top end. The ignition timing has been advanced 4.5 degrees with the addition of a new black box and stator plate. The second change is in the head gasket. The gasket is .2mm thinner than last year's, raising the compression very slightly. The outcome of these changes is to make the 246cc, 67mm by 70mm, case-reeded engine run stronger and longer throughout the range.

CRUISING FOR TROPHIES

Before you ride an RM250T you should do two things: check the motor mount bolts and the rear sprocket bolts. This is a ritual that can rarely be overlooked. The motor mount bolts (like last year) are too small for the holes in the aluminum cases, or the case holes are too large; either way, the tolerance is a culprit. The motor has a

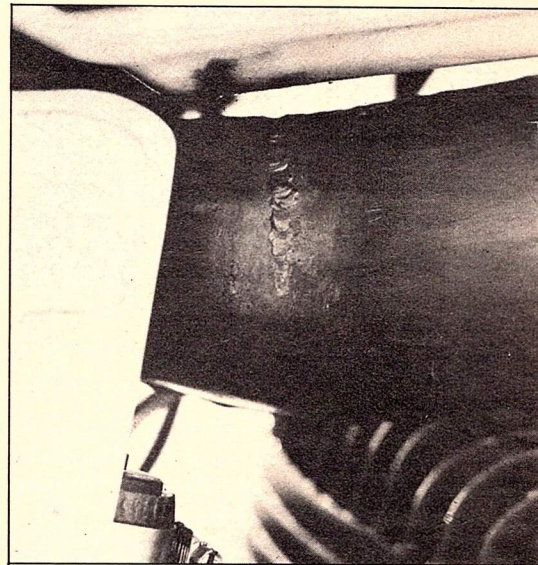


The workhorse of local motocross! The RM250 has set the standards for looks and style in American motocross.

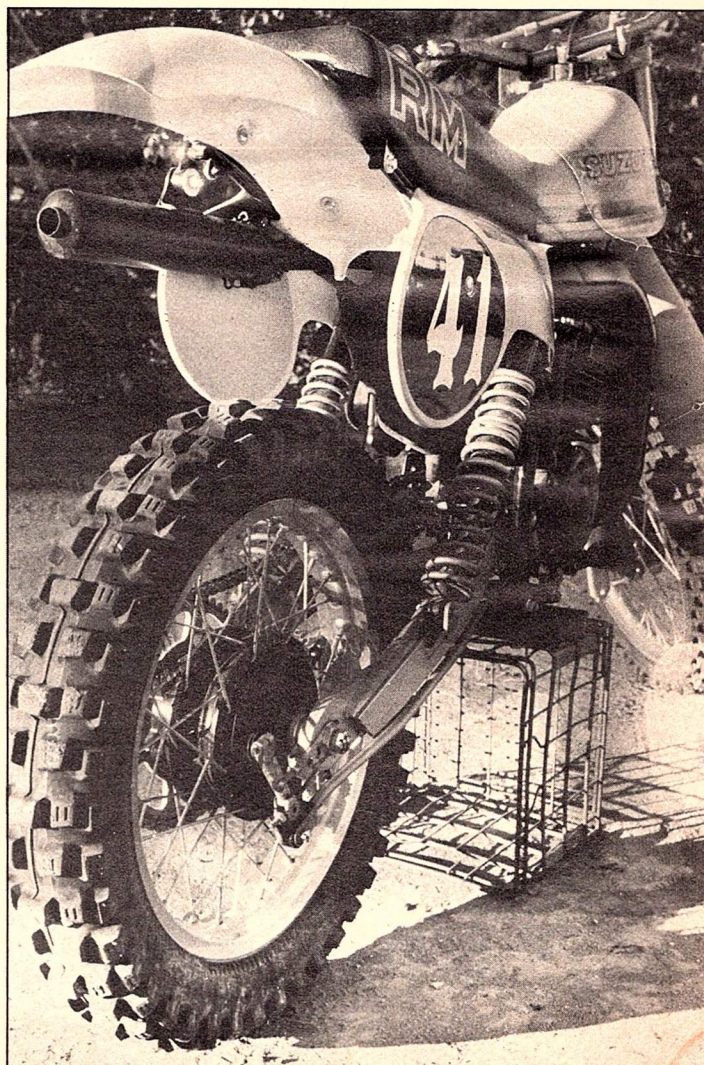


Smooth, predictable power is the RMT's forte. Only the timing and compression have been changed to protect the obsolete.

SUZUKI RM250T



The exhaust pipe cracked half-way around at the third race. The telltale sign is the exhaust residue under the tank.



The RMs that we have seen come with two different brands of tires. New fenders clean up the lines.

tendency to work its way loose, and the resulting shake, rattle and roll does a ram-paging vibrator act on the frame. The frame can't take it! Enterprising privateers remove the stock bolts and drill the holes out to the next largest American size. Big-

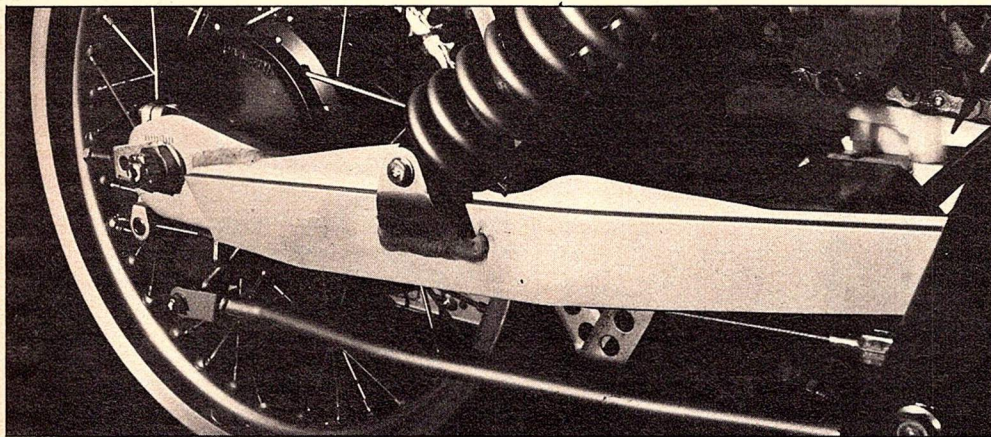
ger bolts, stronger nuts and constant attention will eliminate any frame problems.

The rear sprocket bolts are going onto their fifth year of being inferior and wimpy. If the bolts aren't checked con-

stantly the rear sprocket bolts will snap, sending the chain flying through the clutch arm and ignition case. We know from experience.

With the motor mounts and rear sprocket bolts massaged, a rider can go out and do his job without fret. The RM250T is probably the most consistent, steady and forgiving of the Japanese 250s. A rider who buys an RM250 can venture out on the track without spending another dime. The machine is competitive in every sense of the word.

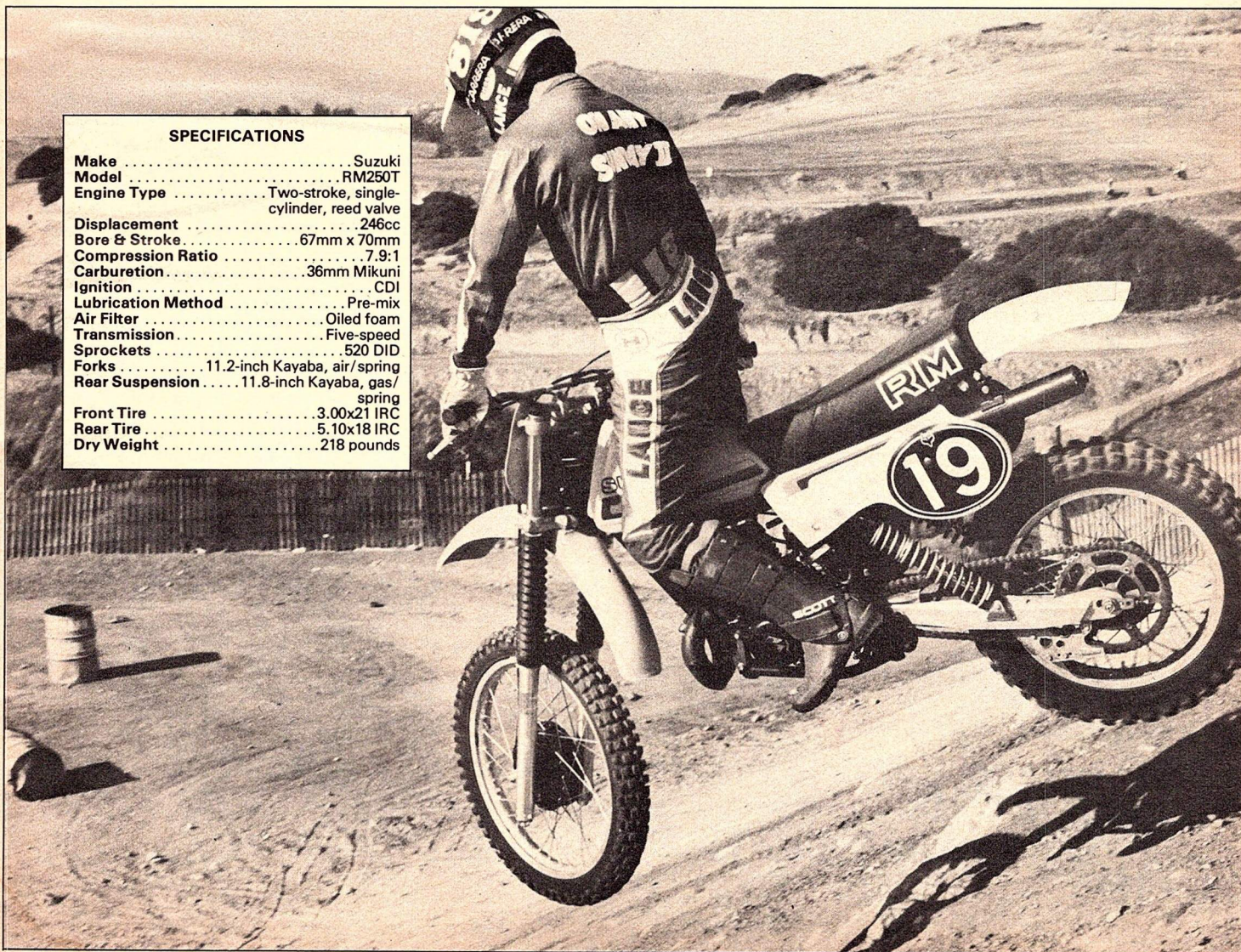
The Kayaba front forks offer over 11 inches of travel, and are easily tuned to meet any challenge that your local track can throw at you. We ran Bel-Ray five-weight oil and eight pounds of pressure. The spokes should be watched for the first month until they seat in. The rubber plug on the front brake cable adjuster should be pulled down off of its position on the threads. As the cable exits the rubber plug just inches above the front brake actuating arm it drags against the rubber, and refuses to return properly.



The aluminum extrusion swingarm remains unchanged although the anchor arm has been improved. The axle nuts could be less involved.

SPECIFICATIONS

Make	Suzuki
Model	RM250T
Engine Type	Two-stroke, single-cylinder, reed valve
Displacement	246cc
Bore & Stroke	67mm x 70mm
Compression Ratio	7.9:1
Carburetion	36mm Mikuni
Ignition	CDI
Lubrication Method	Pre-mix
Air Filter	Oiled foam
Transmission	Five-speed
Sprockets	520 DID
Forks	11.2-inch Kayaba, air/spring
Rear Suspension	11.8-inch Kayaba, gas/spring
Front Tire	3.00x21 IRC
Rear Tire	5.10x18 IRC
Dry Weight	218 pounds



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SUZUKI RM250

The rear shocks are a little soft for hard riding, but are adequate. The new RM shocks can be adjusted by changing the oil, nitrogen pressure, spring preload or four-way damping adjuster. We dialed the damping adjuster up to the heaviest setting and went at it. Accessory shocks would be a good buy for the RM, but the average rider can use the stock shocks for a long time before having to buy new shocks.

The RM250T doesn't feel very fast. It feels mellow. Every time we went riding by ourselves the bike seemed to be seriously down on ponies. The powerband was broad and smooth, but it seemed to lack that competitive kick. Yet on the race track the bike gave away nothing to its competition.

The new ignition timing makes the RM pull a little better at high rpm, and paired with the good mid-range, the Suzuki pulls smoothly out of the gate. It is a snap to get the jump on the pack over the starting line because the power is so flexible. You need to catch each gear just a few hundred rpm later than last year, and the RM will haul to the first turn in the first five every start.

Using the absolute limits of the track the RM handles predictably in the scariest situations.



Handling is the only area where the RM stands out. The bike is totally predictable. It turns with ease, and rarely does it ever get itself wrapped up in the over-steer, wash-out syndrome. With good tires the RM will do what you tell it to with radar accuracy. The stock tires vary within the production run. Our machine had Bridgestones, while other riders showed up with stock IRCs on their RMs. We liked the IRCs better, but of course Metzlers are the ultimate for SoCal.

WHAT'S THE PLAN, STAN

The things that need to change on the RM models are the motor mount bolts, rear sprocket attachment method, throttle assembly and air box. The air box is just impossible. The opening is so small, and the required gymnastics often result in misaligned filters. With Husqvarna and Maico producing foolproof and ingenious air filter systems, the Japanese engineers should be embarrassed.

The throttle assembly should be a side-pull model—again, several of the European manufacturers have already gone to this method—but worse than the

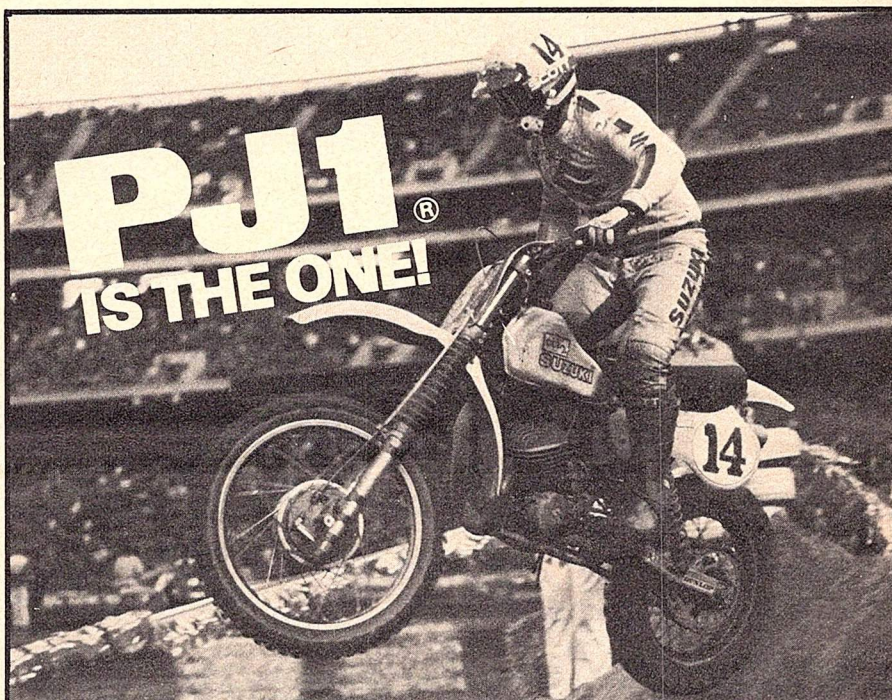
Suzuki design are the tolerances. The aluminum castings on the Suzuki throttle assembly do not meet. There is a crack in between the two pieces, and in something as critical as the throttle this is not a good idea.

Another area of weak design is the case saver. A case saver is a steel plate that encircles the countershaft sprocket to keep a flying chain from taking out the ignition. The strong steel plate is attached to the soft aluminum cases. When the chain flies off

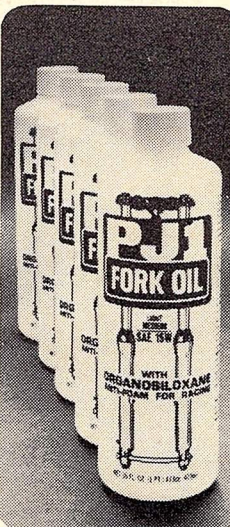
it often breaks the steel case saver right out of the engine cases. The damage is expensive. A good case saver should mount to the frame via the motor mount bolts.

Take the kickstand off or it will fall off. The decals will fall off also. The Japanese technicians should look at the Montesa gas tank. Montesa recessed the logo design inside the plastic to keep the rider's legs from wearing it off. The Suzuki decals should be designed to last as long as the

(continued on page 74)



DANNY LAPORTE USES as 500cc Motocross National Champion



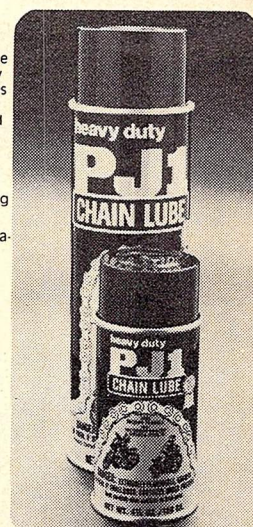
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THREE WHEELS SIDE-BY- SIDECAR

Sears Point sidecar exhibition

By Jody Weisel

□ Sidecar motocross is the illegitimate son of American motocross. In Europe the sidecars are a booming, successful World Championship class. In America they are limited to local club racing all up and down the West Coast. The AMA has been unsuccessful in finding a place for sidecars in the National Championship schedule.

Sears Point Raceway invited the sidecar motocrossers up to put on a demonstration during the Sears Point 250/500 National. The AMA funneled the sidecars into an early-morning practice and a post-race 30-minute moto.

The sidecars were dynamite on the rugged, rolling Northern California grass track. They tossed in a lot of heavy dicing, with about ten lead changes, and roared across the finish line jump like airborne Pterodactyls. There is something about the bellow of a Honda four, a Triumph twin, a Yamaha single or even a BMW or Ducati twin. □



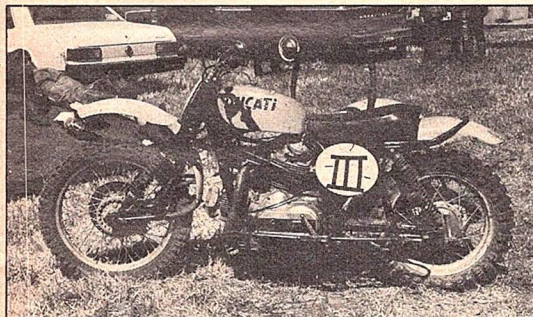
This jump was tough enough, but two riders and a 750 Honda four rang up a 7.0 on the Richter scale.



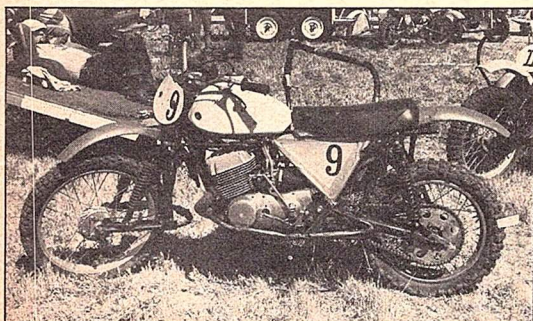
Ken Maler and his Yamaha Wasp try to get a bite for a four-stroke rush.



There are a lot of things sticking out on this rig. A passenger, BMW cylinder and Scott boot.



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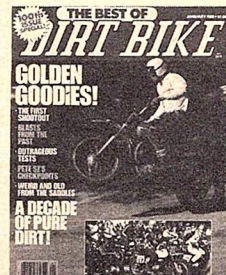
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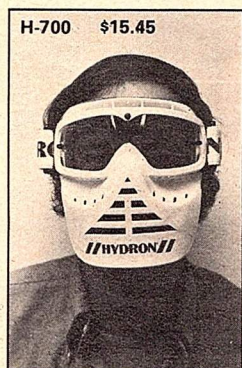
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WORLD CHAMP?

(continued from page 54)

was qualified for the race. I got another fairly good start in the first moto, but at the end of the day I just wasn't able to go wide-open for 40 minutes."

That first year Mike managed to hold on to a top ten placing all year long until a seizure at the final race in San Antonio dropped him to 11th. "That first year all I really got from Husky was the bike, not that many parts. A cylinder and piston for the year. I was just a privateer the whole time. They were sponsoring Howerton, Chuck Sun and Arlo Englund. I just hung around with those guys."

Husky decided not to support an assault on the 125 class the next year, so Guerra switched to a Yamaha for 1978. Mike couldn't quite put it all together on the Yamaha, although he did manage a third overall at the Rhode Island National, taking second to Broc Glover in one of the two motos.

"The bare minimum you'd need to do the Nationals . . . would be bikes, parts and gear, plus about \$5000."

"I couldn't adapt to the bike all that well and switched to a KTM for the Trans-AMA Series later that year." The KTM ride ended up not working out very well, and at the start of the '79 season Mike wasn't sure just what he'd be riding the next year.

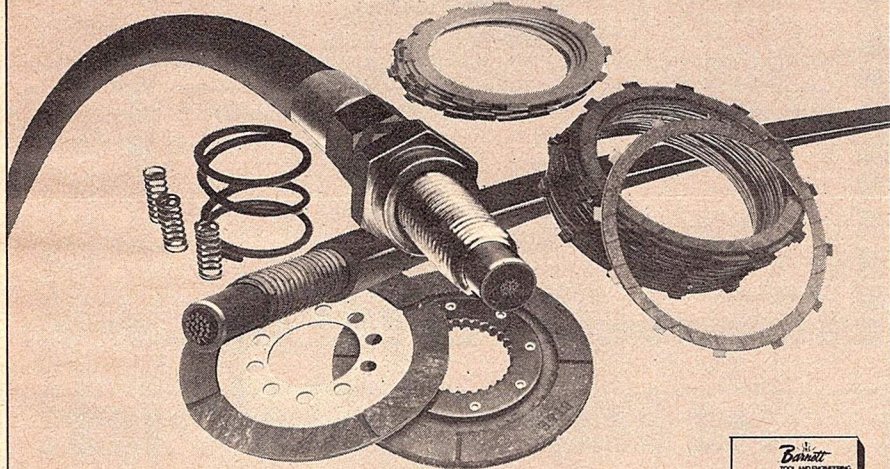
"I was talking with Nils-Arne Nilsson and he offered me a bike and parts for the season, so I took it and ran the 250s. I went off to the Nationals and ran fifth overall most all season, then had a bad batch of gas in Pennsylvania and seized. I was right in there for top privateer all season until Pennsy. Mark Gregson ended the year top privateer with fourth overall. After Pennsy I was seventh overall, which is how I ended up the year."

GOALS AND POSTS

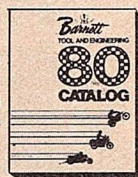
Mike believes in setting goals for himself at the beginning of a season; set it and then work toward it. Either top ten, top 12 or just going wide-open for 40 minutes. "My goal was to get in the top ten my first year. I didn't make it. I was 11th my first year. So the next year I had a score to settle. I had to go back and try again. That's the way to do it, because you can't quit. Everybody has to pay their dues in motocross. There's no substitute for experience."

"I believe the Florida series is the best series for an up-and-coming rider to ride. The tracks are good, they pay decent

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money and it's not all factory riders. It's a good chance to get points for the amateurs to get accepted into the Nationals."

WHAT'S IT ALL COST?

"The bare minimum you'd need to do the Nationals your first year would be bikes, parts and gear, plus about \$5000. I think you could do it on that."

"If you were living out of your van and were traveling say about 500 miles to the next race, I think you can do it on about \$110-\$120 a week. I was making about \$320-\$350 a week with two top ten finishes each week. I'd say you'd have to be able to get two 15th-place finishes to be able to make it to the next race. If you had no money at all you'd have to finish 15th to be able to survive."

WHAT'S IN STORE FOR THE FUTURE?

Mike and his mechanic Charlie Benson (the uncrowned wheelie king of the mechanic set) will be heading over to Europe for the Husqvarna training school conducted by Roland Arrehn before the start of the Florida Winter Series. "I heard that it's really brutal, that they don't let up. I think it'll help shape me up for the Nationals next year. I've also found that it's better for me to go out and ride hard for two 40-minute motos than to just practice all the time and get burned out riding all week. That way when I get on my motocross bike on Sunday I'm hungry to go fast."

"When I come back from Europe and the Husky training camp I feel I'll have the edge I need, and would like to start the season out by winning the Florida series, and then go for a top three placing in the 250 Nationals. Eventually, though, I want to go over to Europe. I like the rough tracks over there. I believe that if you can get in the top three over here, I think you're capable of winning a World Championship over there. There's no doubt in my mind as far as speed-wise, it's just paying your dues over there and getting the experience. My goal is to become the first American World Champion."

THANKS, MOM!

Racing on a shoestring budget wouldn't be possible without a great deal of help from outside sponsors, friends, interested benefactors and the innumerable people who one meets and is befriended by on the road. When asked who he might like to thank for any assistance he received out on the road, Mike replied, "... Well, I'd like to thank Husky for the bikes and support, Moto-Race for Metzlers, Bell for helmets, Scott for boots and goggles, Husky Products, Cycle Dynamics, Torco Oil, Champion Spark Plugs, and Sun Rims. Of course there's Charlie, my mechanic, and my girlfriend Carrie, who accepts my collect phone calls, and naturally my mother, who pays for them." □

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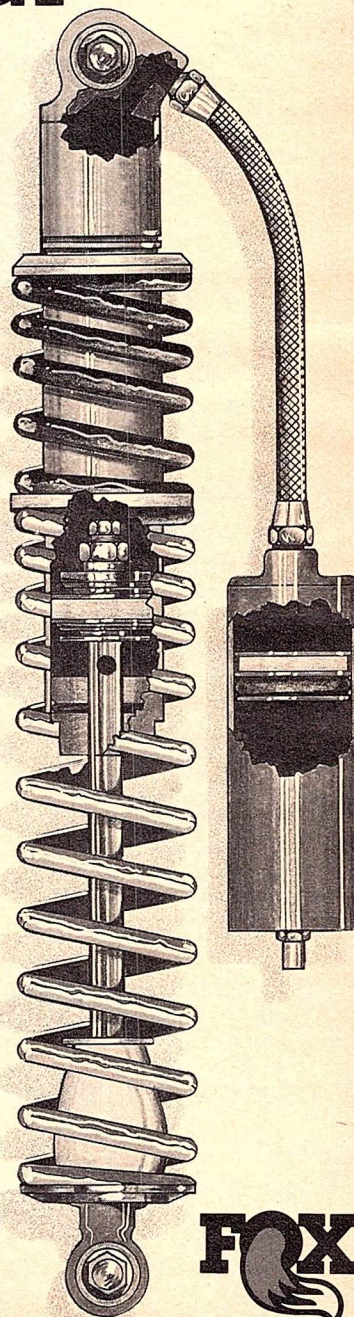
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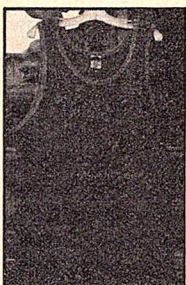
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☐ Emblem, both sides \$7.20*
 Circle color:
 white red yellow
 Circle size: S M L XL
 Emblem #



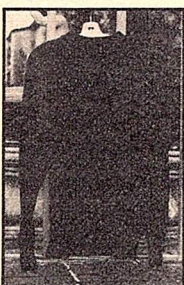
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MX

MAINIET

(continued from page 7)

surance, but was afraid of a malpractice suit. It almost cost me because he didn't want to gamble, even though I wanted him to. I swore to him before I lost consciousness that I wasn't into lawsuits. I shudder to think about the people who will lose because of a doctor playing it safe in a liability situation. I also could have sued my publisher, since it was sort of work-related. Also, there were the manufacturers of the products I was wearing when I was hurt. They have money!

Believe it or not, there is a similar lawsuit pending right now against Parnelli Jones. Goodyear, Champion and a host of other contingency sponsors are involved because he happened to be using their products. PJ was racing and a spectator got on the course with his motorcycle going the wrong way and was hit by Jones and killed. The relatives are suing everyone connected with PJ. Mr. Roetzer apparently feels that you should be prepared for things like this. He states, "The area of the article that refers to track owners, promoters, insurance, etc. . . . The poor people who are being ripped off by the lawsuit-happy public, these people did not for the most part practice the #1 Golden Rule of Business. That is, 'Cover your own ass first.' The cycle industry is on the skids due to the fact that the old-timers in the business think so highly of themselves (a few rare exceptions) that they can't see the forest for the trees, they just keep selling the same old crap and soon there will not be anyone left to buy it." "I didn't realize we were on the skids."

I agree that to survive in any business with the present situation you had better "cover your ass first," but that doesn't mean it's right. We are paying for it and there is no free ride for anyone!

I'm hoping that Mr. Roetzer has already offered his services to the helmet industry if he knows of unsafe situations, because we can all benefit from such. I have known of some dangerous helmets in the past, and could probably find some now that I wouldn't choose to wear, but Bell isn't in that category, as far as I'm concerned, mainly due to the countless times I've been on my head while wearing one and received no injury. (I can do without any cute remarks regarding that statement.)

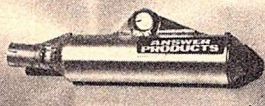
Just prior to my receiving Mr. Roetzer's letter, my son Rick was rear-ended on his way home from work while riding his new XL185. It was about 4:30 in the afternoon and he had stopped at an intersection for two kids crossing the street in a crosswalk towing a wagon. He said he was stopped for about five or six seconds when the next thing he knew he was on the ground and thought a bomb had gone off. The guy who hit him was driving an Olds Toronado and skidded into him at about 30 mph. The Honda was thrown 50 feet across the center divider into oncoming traffic while Rick was ejected off the back. He has both

a Bell Moto Star III and a Simpson full-coverage helmet, but he was wearing the Bell this time. There are two big gouges on the back of the helmet where his head hit the asphalt. He wasn't injured! He had Fox shocks on the bike which kept the bike in one piece at impact. He was also wearing a Honda jacket with elbow pads and a knapsack, all of which helped absorb the blow when he landed on his back. The helmet did its job, for which I'm thankful.

The driver of the car said he didn't see Rick until it was too late. Luckily the kids were missed by the flying bike. The car driver also had neither a California driver's license nor insurance, but he said he'd pay for the bike. Anyone know a good lawyer? ... Just kidding! □

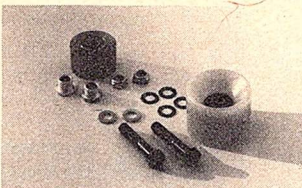
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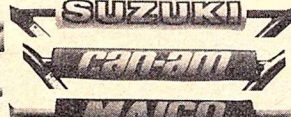


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BULTACO
Pursang MK 9, 10, 11, 12

RIGHT SIDE FITS:

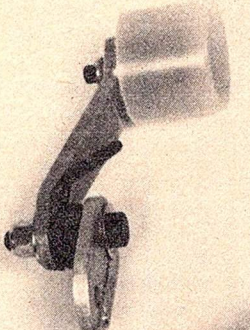
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TEAM IRS

(continued from page 25)

CROSS ACTION, if used to keep abreast of national standings, to review past races or to keep up with future events, would be deductible.

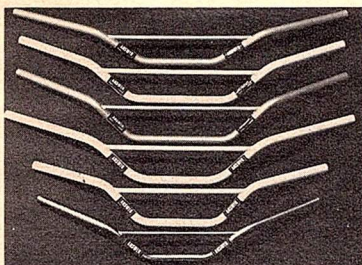
It is a well-known fact that being on the road is a part of the racing business, so there are also deductible expenses incurred in maintaining and keeping the van on the road. There are two methods you may use to calculate your wear and tear expenses; however, it is advisable to compute the expenses by both methods and then use the method which gives you the larger tax deduction. The first method involves totaling the actual expenses: gas and oil; insurance; license plates; repairs; tires, batteries, etc.; washing and waxing; garage rent; and depreciation. The second method involves totaling your mileage. Keep mileage records of all miles traveled in connection with racing, such as to and from races, repair shops, equipment shops, and even hospitals. The deductible rate is 18.5 cents per mile for the first 15,000 miles, and 10 cents for every mile thereafter. (A note of caution needs to be made at this time. These expenses are for business only, and if the van is used at all for personal use, expenses must be computed on a percentage based on the ratio of business use vs. personal use. Personal use is not deductible under any circumstances.) Lastly, if you decide to use the second method, computing mileage, you cannot use a depreciation schedule, since there is an allowance for depreciation built into the mileage rate.

After going on at some length to explain in basic terms what is deductible and depreciable in the racing business, we must note at this time the absolute necessity of keeping complete and accurate records. In the event that the IRS would call you in for an audit, any deductions you have taken will most probably be lost without accurate supporting records. It should be remembered that in dealing with the IRS, the burden of proof is always on the taxpayer and not on the IRS. Record-keeping is a fairly simple procedure, and takes only a little time if done regularly. Whenever possible, pay for things with a check, and get a receipt. This way you have a cancelled check and a receipt as proof. If you deal strictly in cash, then always get a cash receipt. The receipt should be dated, have a business name and address, describe what was paid for, show a total amount, and be marked "paid."

Everything you spend money on should be kept in a handwritten ledger, usually categorized in various headings, such as Tools & Equipment, Safety Gear, Repairs, Hotels & Lodging, Meals, Professional Organizations, Entry Fees, etc. At tax time you can simply add up each category and get a total for each expense or deduction. This way you have written totals with a receipt and/or a cancelled check to back

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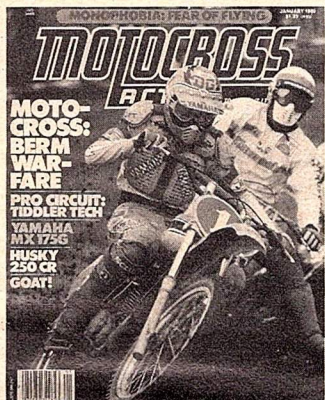
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up each and every entry. This makes it much easier to produce evidence of any given expenditure should it become necessary. Keeping records of mileage is basically the same, and can be recorded in your ledger. At the top of the page, record the odometer reading on January 1st, then before each business trip record the odometer reading before you start. Write where you are going, the date, the odometer reading when you return and the total miles traveled. At the end of the year, on December 31st, record the odometer reading again. This gives the total miles driven. If this total is different from business miles, then a percentage can be established for computing travel and repair expenses on the van.

It is best to keep the ledger in your van so you can record things as they occur. Remember, record only business expenses. If you record your expenses as they occur, or at least by the end of each day, and keep your receipts arranged and together, the chances of your losing any deductions in an audit are slim. Simple record-keeping is essential in determining profit or loss in any small business.

Finally, if as a professional racer, you manage to have a good year and show a profit, you may be liable for *self-employment tax*. Self-employment tax must be paid when your profits from racing exceed \$400. Self-employment tax is simply "social security" for people who are self-employed.

Now that you are thoroughly confused, the last piece of tax advice we can offer is that you consult a competent tax counselor—or better yet, have him prepare your taxes for you. It is his job to know the current tax laws, and his fee of roughly \$50-\$75 is also deductible, and very reasonable in light of the benefits you receive from his expertise. □

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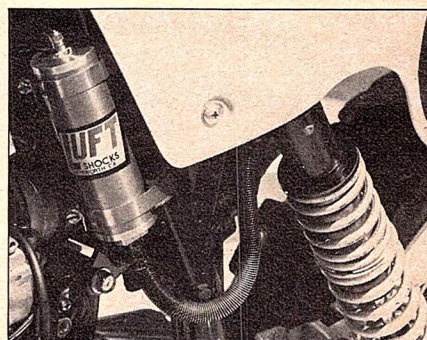
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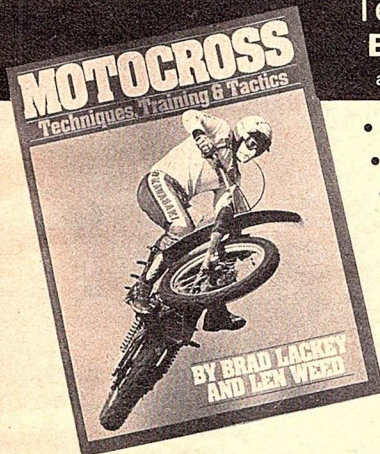
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MOTORCYCLE INDUSTRY COUNCIL, INC.

FOX NUMBERS

(continued from page 50)

discs in five colors. The discs are made out of the same thick, sticky, slick vinyl plastic that is used in tank decals. The design is highlighted by a Fox head and decorator stripe. The Fox number plate backgrounds come in red, white, black, green and yellow (which ought to satisfy every picayune organization) and stick like glue, which is coincidentally what they use to make them stick.

The Fox number plate backgrounds retail for \$4.95 for a set of three and make life easier, smoother and more colorful. Contact Moto-X Fox, 520 McGlinchy Lane, Campbell, California 95008; (408) 371-1221. □



Quick like a bunny the black panel covers the stock and white one. Changing colors and numbers is that easy.



Jody's Derbi 250 uses Fox number plates on the back of its trick rear fender.

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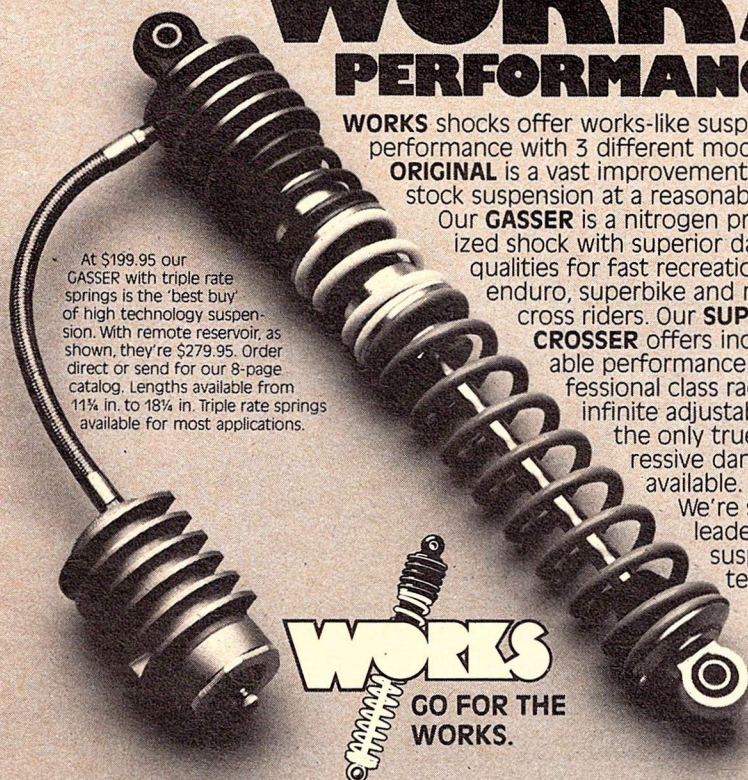
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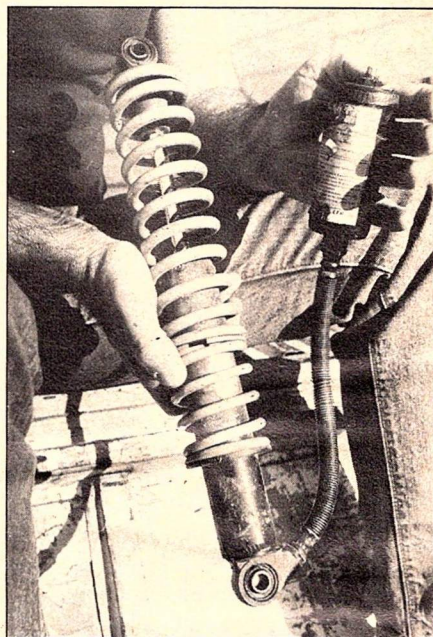
SUZUKI RM250T (continued from page 63)

bike, not just as long as the first tank of gas.

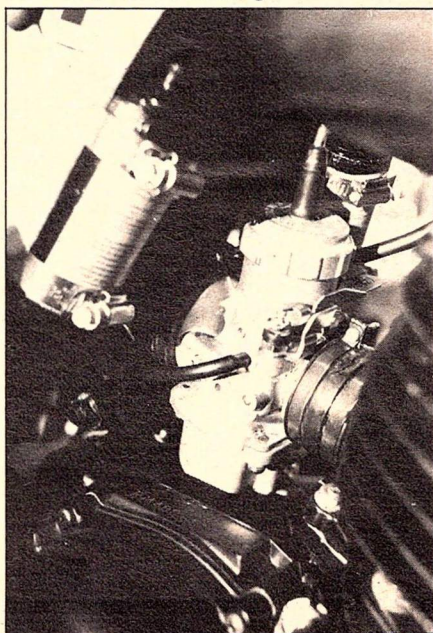
The air box has a new rubber cover on top of it. We took the cover off and threw it away. The hole in it is too small for the demands of a 250 motor, especially as the air filter begins to get dirty.

The throttle cable comes stock with an annoying amount of slack in it. The adjuster on top of the carb is easily stripped if you back it out too far. It is best to take the slack out of the cable by swiveling the black plastic 180 degree bend up on the handlebar.

The pipe on our RM250T, which is iden-



The shocks are rebuildable and have four-way damping. They are still too soft for hard, fast racing.



The carb remains the same, but the rubber hose connecting it to the cylinder has been beefed up.



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tical to the N-model pipe, cracked in half directly under the seat/tank juncture. We welded it up, but it was definitely a stress point in the stamping.

The forks sagged and everyone who rode it complained about a feeling of going downhill.

CZ OF THE '80s

The RM250T is a good 250 motocrosser that doesn't do anything exceptionally well. While it isn't the standout in any category, it also isn't the worst. The 1980 Suzuki has pulled together a workable package that ties in all they learned in the '70s. It will bridge the gap between the decades as well as the CZ carried motocross out of the '60s. □

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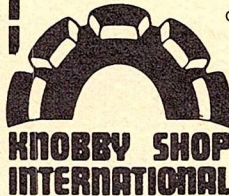
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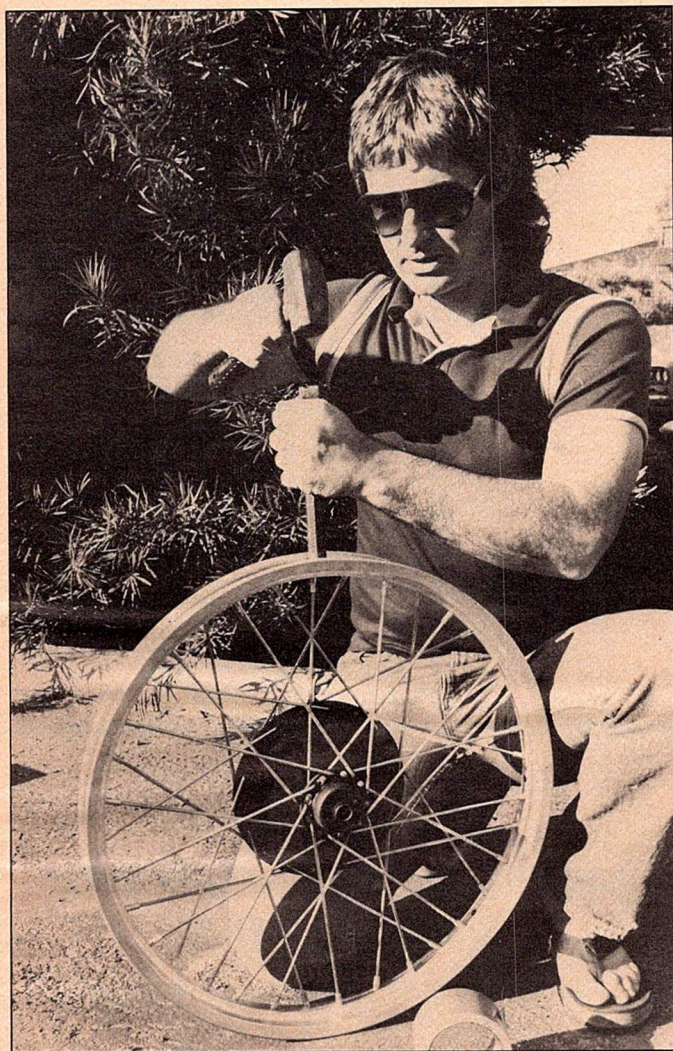


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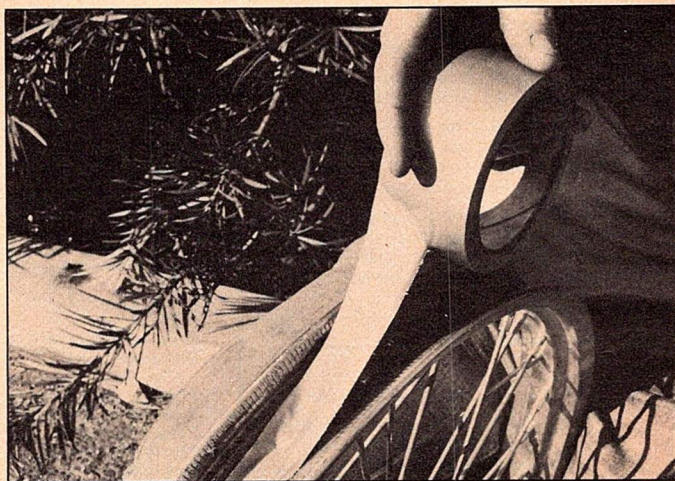
Take a punch and tap each spoke nipple to seat it into its slot. A burr or debris can cause it to loosen too soon.

I'M SPOKING TO YOU

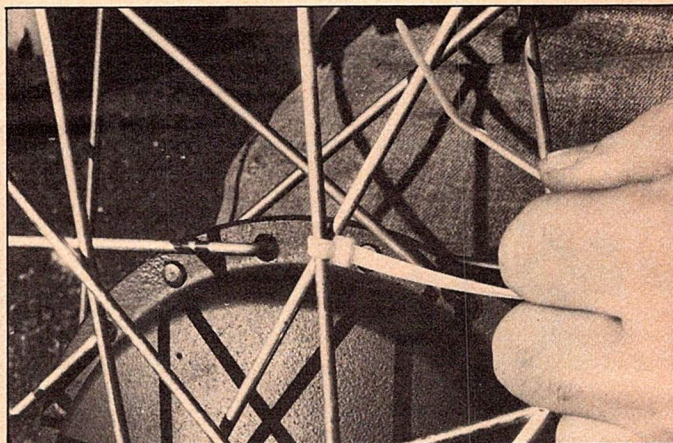
While you are dazzling the honeys with high-flying flights of fancy off of that killer jump down at Chicken Licks Raceway, have you ever thought that your success depends less on skill, and more on the strength of 36 chopstick-thin metal rods? Spokes fall into the euphemism category of hardware; one rotten apple spoils the whole bunch, the whole is greater than the sum of its parts, I tightened them last week!

Watch your spokes. The biggest mistake that most riders make is to assume that because a spoke turns it is loose, or that because it won't turn it is tight. Life isn't that simple. If your wheel is new and round, then you can get away with going around the rim and tightening everything in sight, but it is not the correct setup.

The best way to keep your spokes spot-on is to tape a point to the swingarm or shock so that it just grazes the rim. Spin the rim and see how much wiggle the trusty scooter has. Use your common sense and work the spokes only in the affected area. Keep spinning and truing until you get the wiggle out. Often you will increase the wiggle, until it becomes a wag. Good, now you know what spokes not to turn. Trial and error is the best method, but it is helpful to



Throw away the rubberband protector and wrap duct tape around the rim to keep the spokes from damaging the tube. You can even grind off excess threads from the spokes.



For special occasions zip-tie or safety-wire the spoke junctures. It strengthens the unit and keeps loose spokes from causing damage.

have a friend around to redirect your efforts.

If you are planning on racing a big race, it might be a good idea to tie off the crossing points of several spokes. This keeps a broken spoke from flailing around and causing a lot of damage. It also increases the strength of the rear wheel, but it is not a good idea to tie the spokes off and forget them. Wiring them together or using nylon ties has a tendency to make them give you a false reading. To check the spokes they shouldn't be tied down.

When the rim is off, there are two things that you should do to your spokes to ensure longer life. Take a small punch and a hammer and go around the rim tapping the inside of each spoke nipple. Quite often the nipple will be resting on a burr, or not seated properly in the rim. By punching the nipples, they will seat in quicker and avoid loose spokes when the rim and nipple settle in. After you have the spokes adjusted and the nipples seated, you should throw the stock rubber rim strip away and wrap the rim with two layers of duct tape. The duct tape keeps the spoke ends from protruding into the tube and causing a puncture. The rubber strip is inadequate. □

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Berm Shot

If you're going to crash it's always better to do it in good company. Marty Moates, Steve Martin, Warren Reid and Mike Guerra mix it up in St. Pete, Florida.

PHOTO BY SUSAN CHAPMAN

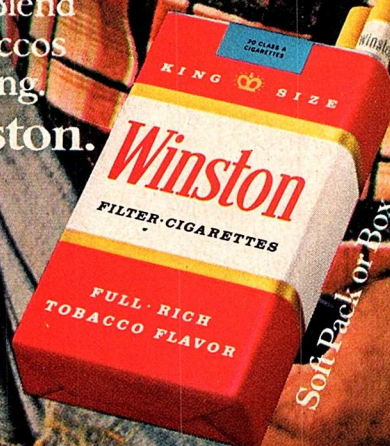
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